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The Hongkong Telegraph.

FOUNDED 1881
No. 21,889

六月二號香港 SATURDAY, FEBRUARY 6, 1926. 日四十二月二十

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WAR CLOUDS.

KWEICHOW'S OFFER TO CANTON.

TWO DIVISIONS.

The possibility of the formulation of an alliance between the South-Western Province, aimed against Kwangtung, and of the possibility of the campaign being conducted under the direction of Marshal Wu Pei-fu has been mentioned in several reports recently to hand, and in this connection it is a matter of interest to learn that the Commander-in-Chief of the Province of Kweichow, General Pang, recently, deputed a plenipotentiary to visit Canton, giving him the fullest powers to negotiate an offensive and defensive alliance with the Government.

Compared with other provinces of the Republic of China, Kweichow, during the fourteen years since the Revolution, has been peaceful and free from political strife, the only departure by her leaders from an attitude of aloofness, from a policy which has enabled the province to enjoy comparative prosperity, occurring several years ago when Kweichow was unwillingly forced to participate in the ambitious scheme of Tang Chi-yao to subjugate Szechuan. Tang Chi-yao suffered defeat, and since that time Kweichow has taken care of her own business and has proved capable of maintaining peace and order within her borders.

Her geographical position—she acts as a buffer province between Hunan on the east, Kwangsi on the south, Yunnan on the west, and Szechuan on the north—makes action necessary in the event of any suggestion of war operations concerning these four provinces, and it is in view of the present strained relations between the two Kwangs and Yunhan, that Gen. Pang has decided to open negotiations with Canton.

Mr. On Kien, his representative, was originally sent to attend the Wuchow conference, but he arrived at Wuchow after all negotiations had concluded.

It is, however, reported that having come to a satisfactory settlement with General Li Chung-yan and Wong Shiu-hung, Mr. On Kien continued his journey to Canton, where, it is said, he was cordially received by Mr. Wang Ching-wai, Gen. Chang Kai-shek and other high officials in the Canton Government. It is stated that Mr. On Kien made the position of Kweichow clear and offered two complete and fully-equipped divisions for immediate service. These troops are already mobilized and are on the frontiers of Hunan and Yunnan.

It is felt that this unexpected addition to the strength of Kwangtung's forces is likely to facilitate a war expedition in the near future, and it is reported that the Strike Unions are becoming more active and that there is a likelihood that the patriotic feelings of the labourers will once again be exploited.

OIL CONCESSION RESUMED.

COLOMBIAN GOVERNMENT'S ACTION.

A message from Bogota, Colombia, states that the Colombian Government has taken over the Barco Oil Concession of 712,000 hectares in the region of Lake Maracaibo on the ground that the concessionaries have not complied with the contractual development conditions within the time limit of twenty-five years. Reuter's American Service.

PUISNE JUDGE.

MR. J. R. WOOD APPOINTED.

There will be much gratification not only among his friends but also throughout the Colony's legal profession as a whole at the appointment of which we have had official intimation this morning, of Mr. J. R. Wood as Puisne Judge, in succession to Mr. H. H. J. Gompertz, who was recently appointed Chief Justice of the Federated Malay States. Mr. Wood's name had been freely associated with the appointment because of his intimate past connection with it, but the official announcement has only just been made.

Mr. John Roskruge Wood, M.A., Barrister-at-Law, arrived in the Colony as a Cadet just over 26 years ago, and was attached to the Colonial Secretary's office for some time. Later he was Registrar of the Land Court, and during his early years he had much to do with the administration of the New Territories, later becoming Acting Assistant Registrar General.

It was in 1908, that Mr. Wood first took on the duties of Police Magistrate and for the remainder of his lengthy service here he has mostly been identified with the work of Police Magistrate. For a while he once acted as Director of Education and on another occasion was Deputy Registrar at the Supreme Court. He was called to the Bar in 1919, and when Mr. F. A. Hazeland retired in 1917 from the post of First Magistrate, Mr. Wood became Acting First Magistrate, receiving the substantive appointment in 1920.

During his long term of Court work, Mr. Wood has been associated with many famous local cases, and in 1922 was Chairman of the "Sui An" Piracy Commission, the report of which contained very many valuable anti-piracy recommendations.

CRUISERS FOR PICKETS.

LATEST CANTON MOVE.

The Canton Strike Committee has reported to the Committee of Political Affairs that of late considerable goods have been smuggled in and out of Kwangtung along the coast, which could not be prevented small launches, and has requested the Government to place a few of the revenue cruisers under the control of the strike pickets.

The Government has granted this request and has ordered the Naval Bureau to detail off for this work such revenue cruisers as are not actively engaged in other services.

FATAL RIDE.

CHINESE FALLS FROM BACK OF LORRY.

That a man to whom he refused a lift, jumped on the back of his lorry and subsequently slipped off and was killed, is reported by the driver of motor lorry No. 1894.

The lorry pulled up outside the Shunghsui railway station yesterday afternoon and the man approached asking for a lift. This was refused but when the lorry proceeded on its way the man, without the driver's knowledge, jumped on the back. They are to be trained four months and then go into service for two years. After that they will enter the Military and Political Academy to take a special course. On completion of their training, these Guards will be assigned to duties of a confidential nature. Reuter's American Service.

PASSAGES TO AND FROM CANTON.

THE ISSUE OF SPECIAL TICKETS.

AN ELABORATE SCHEME.

In a previous report concerning the ways and means of obtaining funds for the conversion of Yuet Shon Hills, near Canton, into a public park, it was suggested that a considerable sum could be collected from the Chinese in Hongkong and Macao if the embargo on steamers were to be lifted for a few days during the Chinese New Year holidays to permit unrestricted passage between the three ports by the payment of ten dollars by each passenger.

It appears that the Committee of this new park has considered this suggestion and has decided to promote an exhibition in the No. 1 Public Park commencing from the 3rd to the 9th day of the New Year. In connection with this exhibition Mr. Leung Pui-ke, Chairman of the coal trade, has visited Hongkong to solicit subscriptions which are in the form of two classes of admission tickets of denominations of \$100 and \$10. Each ticket entitles the holder to free entry to or passage from Canton, either by steamer or by rail during the period of the exhibition.

In addition, each holder of a \$100 ticket is entitled to take one member of his family with him. It is said that several hundred tickets have been sold to Hongkong, and Mr. Leung has returned to Canton and obtained the necessary approval of the Committee of Political Affairs, which has in turn communicated with the Strike Committee on the matter.

GEN. CHANG KAI-SHEK.

NOW VIRTUAL DICTATOR.

Under an unfamiliar title, General Chang Kai-shek has been appointed head of the National Revolutionary Army, which actually means not only the supreme command of the Army, but also the absolute control of the arsenals, armories, commissariat, military schools of all descriptions, training of soldiers, selection of young men for officers, appointment of officers, and in short, everything connected with the Army. It is impossible to translate accurately the Chinese words of the title into English, so as to convey to the mind the same meaning as the Chinese words do. The nearest translation is "Military Dictator," because the occupant of the post is actually vested with the powers of a dictator, despite the fact that there is a Military Council over him. But it should not be forgotten that General Chang Kai-shek is the Chairman of this Council, and therefore by virtue of the two combined offices, he is now the Military Dictator of the Kuomintang.

It is reported that a bulletin has been issued from the headquarters of the Garrison Commandant calling for young men who desire to join the "National Guards." It is the intention of General Chang to give the successful candidates a course of severe training, and therefore a rigid examination is to be given to all applicants. Each applicant has to be recommended by two members of the Kuomintang and be able to furnish adequate guarantees for his future conduct. One hundred and fifty candidates are to be selected to form the first unit.

About sixty yards along the road the driver heard a cry and stopping, the lorry saw the man lying in the road. He examined him and found death had already intervened. The deceased had suffered severe injuries about the head.

BRITAIN'S PROSPECTS.

MORE OPTIMISM BY BANKER.

Rugby, Feb. 5. Speaking at the Annual General Meeting of Lloyd's Bank, Mr. Beaumont Pease, who presided, set forth many signs of improvement at Home and Abroad. He said that "other nations are following our example of returning to the gold standard with similar beneficial results. Currencies are being stabilised, budgets balanced and debts settled. International relations have been improved and a much greater sense of security obtained by the Pact of Locarno. Artificial restrictions are being slowly removed. We have removed the embargo on foreign loans and international trade would be greatly assisted if many further restrictions which greatly hamper trade between the various continental countries, were removed.

Conditions in Europe have certainly made some progress." At Home, continued Mr. Pease, the clearing house returns for the past year have established a record. The grave crisis in the coal trade and depression in iron and steel tended to obscure the fact that, internally, the country might almost be described as having been prosperous. The spending power of the population generally was considerable. It would appear from the information available, that the standard of living of the great mass of the people has undoubtedly been raised. Mr. Pease thought that there was now a greater recognition of the truth that capital and labour are fundamentally partners and not antagonists. It would appear, he said, that a more likely and certainly more logical danger in the future might be a conflict of interests between the different sections of labour, rather than between labour and capital.

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THE BOYCOTT.

NO COMMISSIONER FROM HOME.

REPORT DENIED.

Rugby, Feb. 5. Reuter learns that there is no truth in the report that the Government contemplates sending a Special Commissioner to China with the object of re-establishing the situation as regards British trade in Southern China. Reuter.

The above denial relates to the following cable which was received last evening:

As the outcome of discussion between the Foreign Office and the China Committee, it is probable, according to the *Morning Post*, that Sir Austen Chamberlain will send a special commissioner to South China to make a full report on the situation and attempt a full settlement of the trade crisis. The newspaper says the suggestion to send gunboats to Canton was rejected on the ground that North China is now quiet and such procedure might complicate the situation there and renew hostilities. Reuter.

LABOUR'S AMENDMENT.

COMMONS REJECT SOCIALIST MOTION.

Rugby, Feb. 5. In the House of Commons, the Labour amendment to the Address from the Throne was rejected by 299 votes to 112. Reuter.

MR. LLOYD GEORGE'S SPEECH.

Prior to the Division, Mr. Lloyd George criticised the amendment in a mild speech, drawing attention to the illogicality of the Socialist programme which advocated the nationalisation of mining but not of agriculture. He expressed his disapproval of the proposed Labour Bill which was read first time earlier in the day for the nationalisation of the Bank of England, declaring that the present English banking system was fundamentally the soundest in the whole world. It was a very great achievement that although the United States held a tremendous amount of gold and was enjoying gigantic prosperity while we owed eight billions sterling, we were still supreme in the international money markets of the world. Reuter.

LABOUR'S "GESTURE" TO LIBERALS.

Rugby, Feb. 5. The House of Commons to-day rejected the Labour Party's amendment to the Address in reply to the King's speech by 299 votes to 112.

The feature of the debate was a speech made by Mr. Philip Snowden in which the former Labour Chancellor of the Exchequer laid down the principles of land policy, much akin to those which have been recently expounded by Mr. Lloyd George, the Liberal leader. It was noticed that Mr. Snowden kept turning to Mr. Lloyd George as if for endorsement and that Mr. Lloyd George signified his agreement with emphatic nods.

Later Mr. Lloyd George left his seat and had a conversation with Mr. Snowden. There was much talk in the lobbies about this "gesture" by Mr. Snowden towards the Liberals and the ensuing conversation.

Mr. Lloyd George, however, in the course of the further debate declared that all that had happened was that "two intelligent and well-informed minds had approached the same problem with an earnest and honest desire to solve it on the right lines." Reuter.

Bulls and Inners

From the Office Butts.

It strikes us that these Canton negotiations are really no-go-negotiations.

It's an ill wind that blows a saxophone.

One thing that can't be preserved in alcohol is a secret.

A London newspaper states that "there" have been great recoveries in rubber recently. We certainly did see a crepe-shod lady make one on the wet pavement the other day.

Some of these lads who go out to Farling for a knock need "plus fours" right down to the ankles.

Newspaper heading: "The Yap Disaster." Apparently the sphere of these Canton politicians is widening.

"Is the motor-car an asset to the church?" asks a newspaper. We don't know; but at any rate it brings a good deal of business in the way of funeral services.

The sort of things they do in Hongkong: "He was picked up unconscious and taken into the unconscionable."

These days some men are known by their deeds—others by their mortgages.

Canton principles are about as enduring as permanent waves.

A missionary named Goforth has been appointed chaplain to General Feng Yu-hsiang. Looks but are perfectly willing to be sat upon.

Appropriately enough, there are big "If" signs at either end of Ice House Street.

Since all other means of settling the Chinese problem have failed, what about another good circular telegram denouncing squalor and militarism?

Enquirers: "No. We do not believe that the gentleman who commenced a poster with the word "If" on it, really stutters."

Taken on the hole, we should say that the gentleman who made the record drive at Deep Water Bay, is not one who merely nibbles his niblick.

Couldn't these nationalists live up to their name for once? What about sending up a fraternity party to Canton?

Kowloon is all riot.

Alternatively, we propose that Dr. C. C. Wu be permitted to write all the leading articles in Hongkong newspapers.

The Communists are losing ground in Canton. They are not given much prominence.

It is said that many important wireless inventions are directly attributable to women. Loud H.C.L.

A Canadian hen laid an egg of solid shell. It will take the blow we feel when wearing a pair across the harbour.

Watching American visitors eat corn off the cob is the latest Parisian pastime. There is no truth in the rumour, however, that New Yorkers derive amusement from watching Scottish visitors eating haggis off the cob.

We shall begin to think Hongkong is getting really religious when our University starts conferring divinity degrees.

As indicative of the depression in South China, news from Wai-chow is, naturally, quiet these days.

Hongkong wants plenty of rain, except on the cricket ground for the coming tennis tournaments. Did Cobham's photographer like to be dropped in Central Africa? The answer is in the negative.

A Hongkong bachelor is rather perturbed at the receipt of a circular letter telling him: "Dig up any Raymond Concrete schoolroom alone cannot give a local advertisement. Sounds your child a thorough training to us like a subtle challenge to the demands of life."

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OBITUARY.

MR. JAMES H. KYNOCH.

It is with very much regret that we have to record the death of Mr. James Henry Kynoch, who passed away at the Government Civil Hospital yesterday, following an operation for gastric ulcer.

Mr. Kynoch was taken ill suddenly on Wednesday last and was immediately conveyed to Hospital, where he was operated on by Professor Digby and Drs. Valentine and Paterson. On Thursday evening haemorrhage commenced, and another operation was performed, but the deceased slowly sank, death ensuing at 3.45 p.m.

Deceased was 44 years of age on December 19 last and held the post of Senior Inspector of Works. He was a native of Edinburgh and in his earlier years, worked in the U.S.A. and was later employed in a responsible capacity in connection with the construction of the Panama Canal.

Joining the Public Works department in 1908 as an Overseer, he was promoted to First Class Overseer in 1912, Clerk of Works in 1920 and Senior Inspector of Works in July 1924. During the last few years Mr. Kynoch was particularly engaged in the supervision of H. B. M. Government property in Canton.

He was closely identified with the social life of Kowloon, where he was a resident of many years standing, living at the time of his death, at Cox's Path. Keen on all outdoor sport, he was a prominent member of the Kowloon Bowling Green Club, playing in the League Matches of that organization and also in the Colony's championships.

He was an enthusiastic supporter of the Kowloon Cricket Club also, where he will be remembered as a player of no mean ability. Work in connection with the Kowloon Golf Club occupied much of his time, for he was one of the original promoters of the scheme which resulted in the laying out of the course at Kowloon City. In the main, the planning was his.

A member of the Committee of the Union Church Kowloon, he also

Although a freemason, he was not affiliated to any local Lodge, but was always keenly interested in the craft, as he was in the Volunteer Defence Corps, of which he was at one time member, although stress of business in later years curtailed his activity in this branch of civic effort. In him, the St. Andrews loses one of its most valued members.

Mr. Kynoch is survived by his mother in Scotland and his wife, young daughter, and his brother, Mr. G. W. Kynoch, who are now in the Colony, and to these the community will tender the deepest sympathy in their heavy bereavement, which is all the more poignant in that Mr. and Mrs. Kynoch were due to sail for Home on February 20, on the first leave since 1921.

The funeral will take place this afternoon, the cortège passing the monument at 5 p.m.

rendered invaluable aid in connection with the choice of site and the erection of the present temporary structure.

INCITING TROOPS.

FRENCH COMMUNIST SENTENCED.

Paris, Feb. 5. The St. Nazaire correctional tribunal has sentenced the Communist leader, Cachin, to fifteen months' imprisonment and a fine of 2,000 francs, on a charge of inciting the troops to disobedience. —Reuter.

CHINESE TARIFFS.

MR. C. T. WANG'S OPTIMISTIC REFERENCE.

Japan's Hesitant Attitude.

Peking, Feb. 5. An optimistic view of the Tariff Conference prospects was expressed by Mr. C. T. Wang in an interview with foreign journalists at the Foreign Office this morning.

He pointed out that China originally urged the necessity of securing a hundred million dollars through surtaxes. All the delegations had now practically agreed to a sum of approximately ninety millions, except the Japanese, who, however, had steadily advanced from thirty-four millions (the amount which could be raised by the Washington surtaxes) to the vicinity of seventy millions. Mr. Wang declared that at present there were encouraging indications that the Japanese Government would accede to the Chinese Government's wishes, if so, it would be a great step forward, and a successful termination of the conference would be in sight, as once the total amount to be raised through surtaxes was settled the question of specific rates *et cetera* would easily be solved.

Reciprocal Treaty.

Referring to the proposed reciprocal treaty with Japan, he stated that discussions had not yet begun. China was prepared to discuss with any country the question of rates, which, for economic reasons, require reciprocal treatment.

Debt Questions.

With regard to the question of unsecured debts, Mr. Wang emphatically declared that any consolidation plan must preclude the possibility of a further deficit occurring. He believed this consideration had won over the delegations to the idea that raising a larger sum was essential. He did not think the conference would go into the debt question, which would be handled by Mr. W. W. Yen as head of the Financial Readjustment Commission, and the creditors. However, the conference would earmark a certain proportion of the amount raised by surtaxes for consolidation of unsecured debts. —Reuter.

WU AND FENG.

ANOTHER ARMED ALLIANCE MOOTED.

Shanghai, Feb. 5. General Wu Pei-fu has telegraphed to Chang Shao-tsung, opposing the Presidency restoration movement, and approving of the upholding of the Constitution.

General Feng Yu-hsiang has telephoned to General Lu Chung-lin advising him that an alliance should be made with the southwestern provinces jointly to attack Wu Pei-fu.

Treasury Bonds.

Owing to the stringency of the money market, \$6,000,000 worth of Treasury Bonds will be first issued before the Chinese New Year and the rest will be issued later.

Overdue Salaries.

The various Government offices in Peking have sent representatives to approach Hsu Shih-yung to demand payment of their salaries. Mr. Hsu has agreed to raise funds for the purpose before the Chinese New Year. —Wah Kin Yat Po.

SWATOW TERRORISM.

ENGLISH MISSION PROPERTY SEIZED.

MISSION AUTHORITIES DRIVEN OUT BY STUDENTS.

Peking, Feb. 5.

A message from Swatow says that the Anglo-Chinese College at Swatow, belonging to the English Presbyterian Mission, was evacuated by the Mission authorities, whom the Chinese Communist students drove out. The same Mission's property at Chaochow was forcibly seized by troops, who did considerable damage to the houses of missionaries. —Reuter.

WU PEI-FU'S FORCES.

ALLIANCE WITH CHANG TSO-LIN.

Foreigners Held as Hostages by Defeated Troops.

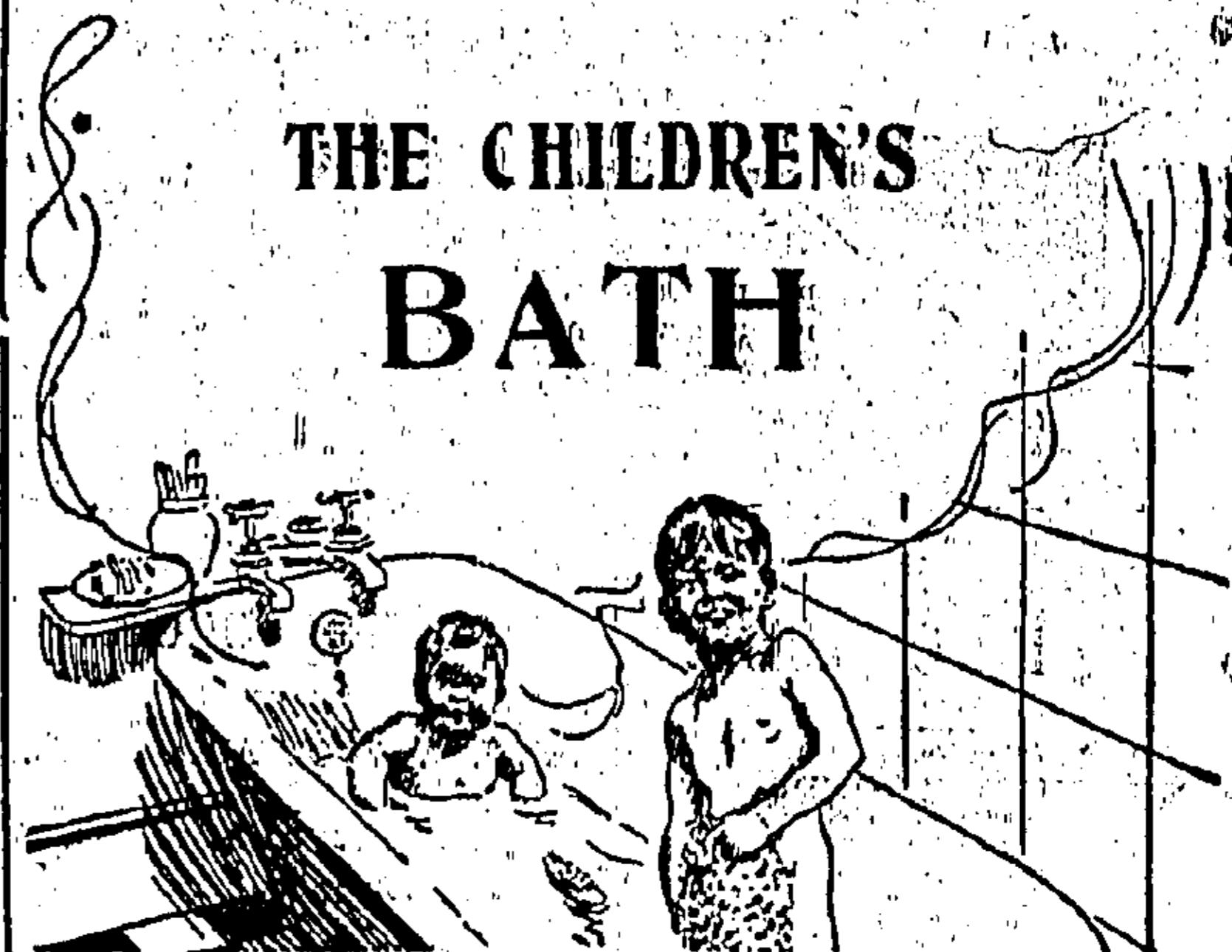
Peking, Feb. 5.

Wu Pei-fu has notified the Consular body at Hankow that he has telegraphed Kou Ying-chieh, the Hupeh commandant, with troops operating under Wu Pei-fu, saying that there are many foreigners in Chenchow and vicinity whom Kou's men must amply protect, adding, that if these foreigners desire to withdraw to Hankow they must be allowed to board trains and have every facility en route. Wu Pei-fu informs foreigners that Chang Tsung-chang and Li Ching-lin are co-operating with him and also asserts that Sun Chuan-fang is now in agreement with Chang Tsso-lin and Wu Pei-fu.

Another telegram from Hankow states the Hupehites have defeated the Honanites in the vicinity of Hsinyang, whereinto five thousand Honanites have retreated and seized all the foreigners, who are now being held as hostages. Tan Yen-kai at Hankow is negotiating with Wu Pei-fu. —Reuter.

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LOST.

LOST—Young RED IRISH TERRIER Bitch. Wednesday Evening in the vicinity of Police Pier and Kowloon Ferry. License No. 328 but not wearing collar. Liberal Reward. Please phone Mr. Bond, Gande Price and Company.

STRAYED from Hongkong Bank, Monday, white terrier bitch, woolly coat. Reward, Box No. 1447 c/o "Hongkong Telegraph."

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TO LET.—Furnished Bungalow at Repulse Bay with tennis court and garage. Conveniently situated on the beach with private steps leading down to the sea. Rent \$200.00 per month. For further particulars apply to F. A. Joseph, Prince's Building (2nd floor).

ON or about March 1926 whole flat or spacious suite of offices in the "French Building," ex "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine, Chater Road.

TO LET—Two spacious Office rooms in Central locality, moderate rent. Apply to Post Office Box 323.

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TO LET—From 1st April to 31st December, furnished, top floor flat of four large rooms with kitchen and gas stove, pantry, store room, bathroom with geyser, etc.

Apply W. S. Bailey, 4 Armand Bldgs., Kimberly Road, Kowloon.

TO LET—Two large rooms excellently situated for offices on the 2nd Floor and one large room on the 3rd Floor of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong & Territorial Estates, Ltd., "St. George's" Building.

TO LET—One European flat, Wan Chai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET—Two newly-constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

MARINE ENGINEERS' GUILD OF CHINA: HONGKONG BRANCH.

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NOTICE is hereby given that the SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company, No. 10, Des Voeux Road Central, at 3.30 p.m. Saturday February the 6th 1926, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1925.

The Transfer Books of the Company will be closed from Saturday, 30th January to Saturday, 6th February 1926 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

KAN TONG PO,
Chief Manager.
Hongkong, 21st Jan 1926.

THE HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS

THE ONE HUNDRED AND SIXTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4a, Des Voeux Road, on TUESDAY 16th FEBRUARY 1926 at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will CLOSE from WEDNESDAY 3rd FEBRUARY to TUESDAY 16th FEBRUARY 1926, both days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,

JOHN ARNOLD,
Secretary.
Hongkong, 26th January, 1926.

NAVY CONTRACTS 1926-1927.

Sealed Tenders, in duplicate, for the supply of the undermentioned Stores for H.M. Naval Service at Hongkong during the period 1st April, 1926, to 31st March, 1927, will be received by the Commodore, H.M. Naval Yard, until noon, on Monday the 22nd February, 1926.

Frozen Meat.

Fresh Vegetables.

Soft Bread.

Biscuit.

Rice.

Sugar.

Forms of Tender and any necessary information may be obtained on application to the Victualling Store Officer, H.M. Naval Depot, Kowloon.

The right to reject the lowest or any tender is reserved.

H.M. NAVAL DEPOT.

Kowloon, February 4, 1926.

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DOCTOR REFUSED REINSTATEMENT.

ANAESTHETIST TO SIR H. BARKER.

Dr. F. W. Axham's application at the age of 86, to be reinstated as a member of the Royal College of Surgeons has been refused, leaving him still under an implied stigma of being guilty of "infamous professional conduct."

The conduct for which he was removed from the medical register and deprived of membership of the college was acting as anaesthetist to Sir (then Mr.) Herbert Barker, the famous bone-setter. Since then Sir Herbert Barker has been honoured with a knighthood, but the doctor still lies under the shadow of official disapproval.

It is authoritatively stated that the decision of the council of the Royal College of Surgeons was due to the fact that Dr. Axham, in applying for reinstatement, did not admit that he had done wrong in breaking the by-laws of the college. It was felt that if the council accepted the view that subsequent events—the honour bestowed on Sir Herbert Barker by the King—justified his conduct they would automatically acknowledge the wrongfulness of the by-laws. This was a doctor's dilemma out of which the council could see no way.

Mr. S. F. Cowell, secretary of the college, told a *Daily Post* representative recently that he did not think there was any possibility of the matter being raised again for a year at least.

SIR HERBERT BARKER'S OPINION.

Sir Herbert Barker, interviewed abroad, said: "I am more profoundly sorry than I can say that Dr. Axham's name has not been restored to the medical register. It is truly a heartbreaking affair. A well-known Harley-street surgeon has just written to me saying that he had talked the matter over with hundreds of doctors, and has not met a single one who was not strongly in favour of his reinstatement. I am quite willing to go before the General Medical Council personally, and I am in favour of a petition to His Majesty."

"A famous titled K. C. has written me saying that if Dr. Axham will take his case to a higher court he will defend him and charge no fee whatever for his services, so deeply does he feel for him."

PHYSICAL TRAINING.

A BADLY TAUGHT SUBJECT.

Physical training was the worst taught subject in the curriculum in secondary schools, declared Mr. E. R. Thomas, of Newcastle, at the Headmasters' conference opened at Shrewsbury recently.

The report of his Majesty's Inspector of Physical Training for 1923, he continued, showed that the training was inefficient in nearly 80 per cent. of schools visited.

Physical training, when improperly carried out, was worse than useless. Yet there existed in England no centre for instruction of teachers of it. Any Englishman who wanted to take the matter up seriously must needs go to Sweden or Denmark for training.

Mr. Thomas added that he looked forward to the time when the English universities would have a course of study as an integral part of a degree course suitable for those who proposed to take up physical training in schools.

A resolution welcoming the arrangement by the Board of Education of a short course for teachers of this subject was carried.

NATIONAL DISASTER.

In the evening the conference went into private session to consider a resolution dealing with the threatened supersession in public schools of "Soccer" by Rugby football.

The matter was raised by the Rev. Canon H. A. P. Sawyer, of Shrewsbury, who presented the following resolution: the rival merits of Rugby and Association football, or criticising the action of any school which has already changed from one to the other considers that a wholesale defection of public schools from Association to Rugby football would be a national disaster.

The discussion was lively and amusing. At its conclusion a statement was issued to the effect that the conference felt that it would be regrettable if there were anything in the nature of a social cleavage in the matter of football.

It also welcomed the opportunities which at present existed for boys of every social type to play games against each other, and hoped it might be possible to extend them.

2,000 MILES TO HOSPITAL.

PATIENT'S LIFE SAVED BY AEROPLANE.

A thrilling story of how an Englishwoman was saved by French airmen in Nigeria after she had been bitten by a dog suffering from rabies has just reached London.

Mrs. Smith, the wife of a resident British official stationed in Nigeria, was bitten by a dog at Dosso, in French West Africa. The dog was suspected of having hydrophobia. Dosso is miles from the nearest hospital, and Mrs. Smith's friends despaired of obtaining appropriate medical treatment for her in time.

At the last moment a telephone call was rushed through to Niamey, in French West Africa, and the French official stationed there left by a swift car for Dosso. He was accompanied by a veterinary surgeon, M. Suzeau. When the two Frenchmen reached Dosso they learned that eight horsemen had scoured the countryside in search of the dog, and had eventually found its corpse in a wood at some distance from the town. M. Suzeau inspected the body, and found that the dog, in fact, had had hydrophobia.

The nearest institute dealing with cases of rabies was at Dakar, and it was two thousand miles away. It seemed almost hopeless to get the patient there in time, but a telegram was despatched to the French Governor at Dakar. As soon as he received the telegram he called up Bamako, an aeroplane station, and asked that two aeroplanes should proceed at full speed to Dosso. He was afraid that one of these aeroplanes might break down on the way, and be compelled to make a forced landing, and it was for this reason that he sent two machines.

The two aeroplanes therefore had a neck to neck race to Dosso, and the first one to arrive took the patient to Dakar. The journey was made in two days, and the Englishwoman's life was saved.

Dosso is some miles from the frontier of Sokoto, in the Northern region of British Nigeria.

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Special clearing lines in SCOTCH and WEST OF ENGLAND HOMESPUNS, SAXONYS, CHEVIOTS etc. which we will make up into suits. These goods are regularly priced from \$75.00 to \$90.00

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— Dinner Jacket Suit from \$65.00 —



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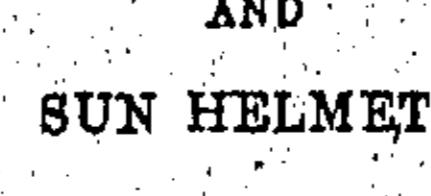


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That is why this test is offered. For when you remove that film, you'll be surprised at what you find. You may actually have beau-tiful teeth already—and yet not realize it. Find out!

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CHINA'S TURNCOAT ARMIES.

BRIGADES BOUGHT AND SOLD.

Sir Percival Phillips writes to the *Daily Mail* from Peking, as follows:

Civil war in China has produced a new type of reversible army which fights equally well on any side. Militarist politicians faced with the necessity for changing front over night, to take advantage of the fluctuating demand for armed support, are immeasurably benefited by this practical form of patriotism.

The war is between ambitious self-seeking leaders. The armies fight because they are paid to fight. Recruited largely from the coolie class of unemployed, these mercenary divisions spread in disorderly array over many provinces, and know little and care less about the questions which the student organisations claim to be of paramount importance to China. As long as he is paid, clothed, and occasionally paid something on account, the Chinese soldier is content to be bought and sold in the open market.

At the moment, three dominant generals, each intent on his own personal advancement and supreme in his own district, hold the stage. Yesterday there were four. To-morrow there may be three or seven.

The important thing to remember is that until these opponents are overshadowed by one really strong man, who can rise to supremacy on the ruins of their intrigues, China will continue to be torn by indecisive conflicts.

The business of civil war is conducted on very simple lines.

You throw in your lot with one louder until you think that one of his rivals is a more profitable investment. Then you go over to the other side.

Chang has been the most powerful general in the rather mixed field of rival armies. One day General Kuo Sung-ling (now defeated and executed) the commander on half his forces—the half nearest Peking—wants over to Feng, who received him with appropriate tokens of joy. General Kuo's men went to bad fighting for Chang, so to speak, and woke up to find that he was their enemy. Such is soldier's life in China.

And so it goes on. The buying and selling of troops is mentioned by the newspapers in a casual way, being hardly news. Three brigades in Shantung changed hands at a fair price three weeks ago, and the transfer was worth only a paragraph. Most of the purchase price stuck in the fur-covered purse of the commander, after a few minor gifts for the staff had been deducted.

These reversible armies have a common uniform and common equipment which greatly simplifies their movement as pawns in the game of General Post. Inconspicuous shoulder-straps and pin-fastened armlets indicate the convictions of the moment. Many of these professional soldiers have changed sides four and five times.

No odium attaches to such turncoats. They give good value by serving loyally the leader who is feeding them. Civil war is a better job than can be found in civil life.

I saw a recruiting squad marching down Morrison-street this afternoon. Merely three infantrymen with a tattered flag. Loafers who wanted to become soldiers dropped into line behind them. It was a case of "fall in and follow me," and no questions asked.

Dinner parties play an important part in this civil war. General Wu (a perfect host) invited Mr. L. S. Hoong, manager of the Bank of China at Hankow, to what is described as a sumptuous banquet at his army headquarters in that city.

At the end of a pleasant evening the honoured guest was asked for a large loan, and upon evincing hesitation was shown to a palatial apartment for the night, complete even to the bayonets on the sentries' rifles. He slept but fitfully, but before leaving next morning pressed a quarter of the sum demanded upon his host and promised the remainder by nightfall, conditional upon his not being asked to dinner again.

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LEGAL LURES.

THE OVERCROWDED BAR.

The tragic case of the young barrister who recently committed suicide has a bearing on a daily problem in the Temple, says a Home writer. In recent years an enormous increase has occurred in the number of "calls" to the Bar. As a result, the Bar is now

one of the most over-crowded of the professions, and to many disappointment, sometimes with tragic results, is inevitable. And yet, such is the fascination it exercises, there is no decline in the rush towards its glittering prizes.

The blaze of publicity which lights up the career of the successful barrister is largely responsible for this ambitious host. The public hour of briefs marked at one thousand guineas and of the many thousands a year reaped by a John Simon, a Douglas Hogg, Curtis Bennett, and a Marshall Hall! But in the hard and trying days and years when these high abilities were being forged in the fires of daily trial work, away in silence and obscurity, Sir John Simon, although he came down from Oxford with all the influence of Balliol behind him, was glad to supplement his income by tutoring one of the sons of the King of Siam; Sir Douglas Hogg, the present Attorney-General, took the precaution of getting experience in the City before he came to the Bar; Lord Reading (as Mr. Rufus Isaacs) tried various occupations before he settled at the Bar; Lord Morville, the President of the Divorce Division, was a Press reporter at Plymouth when the encouragement of Sir Edward

Voice: "Hold on, Albert, a rope is coming!"

Albert (conscientious tradesman): "Well, hurry up! I'm due to knock off in about ten minutes!" —*Passing Show*, London.

Clarke sped him on his legal career. Lord Hewart was also a working journalist during his early years at the Bar.

For success at the Bar depends as much upon staying power as upon special ability and good luck, not to forget discreet friends and political attachments. Lord Coleridge, the former Lord Chief Justice and the father of the present retired judge, actually applied for the post of librarian at Lambeth Palace, so disheartened was he at the Bar.

The late Sir Samuel Evans struggled for years, with seeming ill-success, but when his chance came he was accepted as one of the most distinguished judges of his generation. Mr. "Tim" Healy, the Governor-General of the Irish Free State, never received his due at the Bar of England, but he has lived to pass more successful rivals.

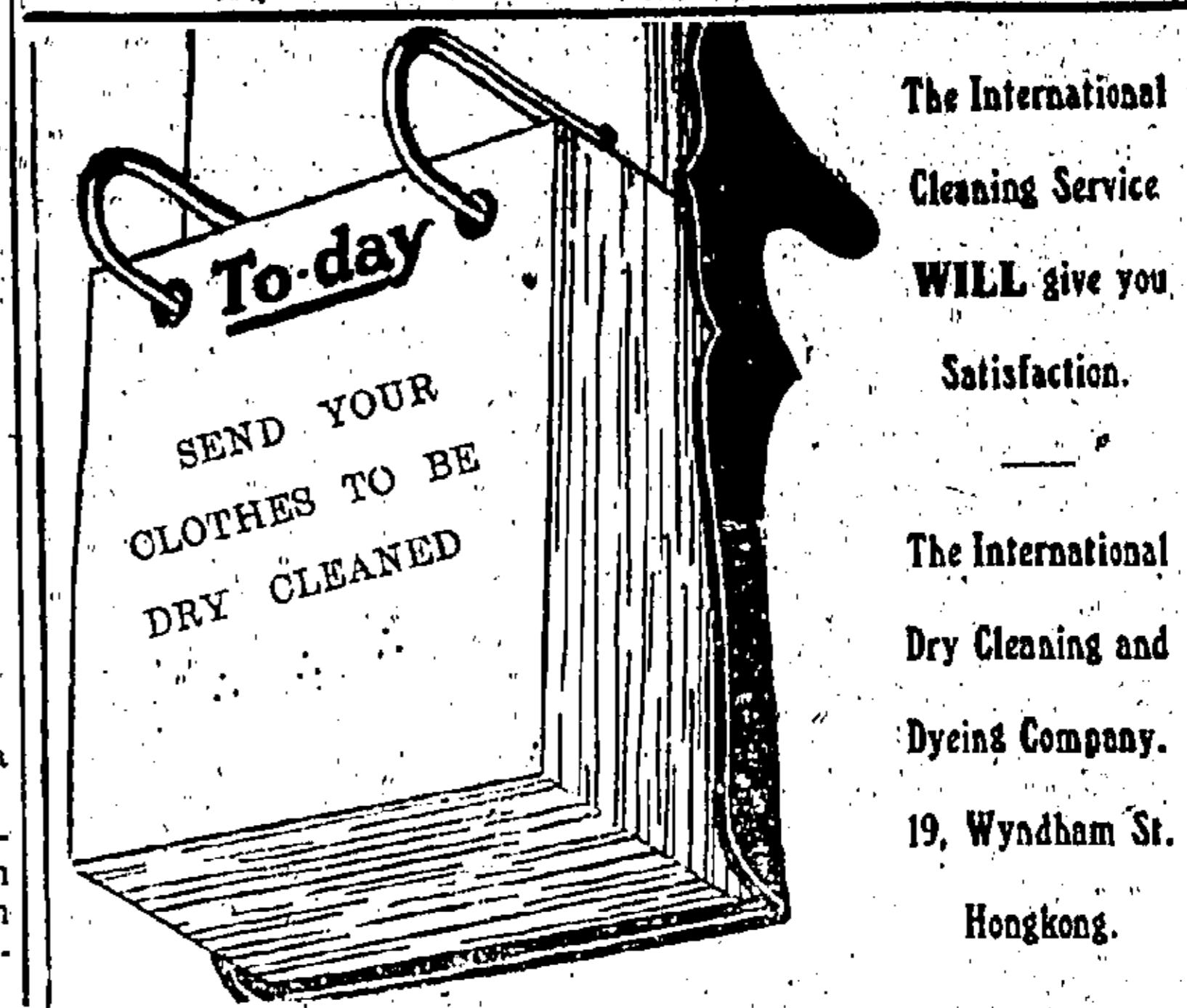
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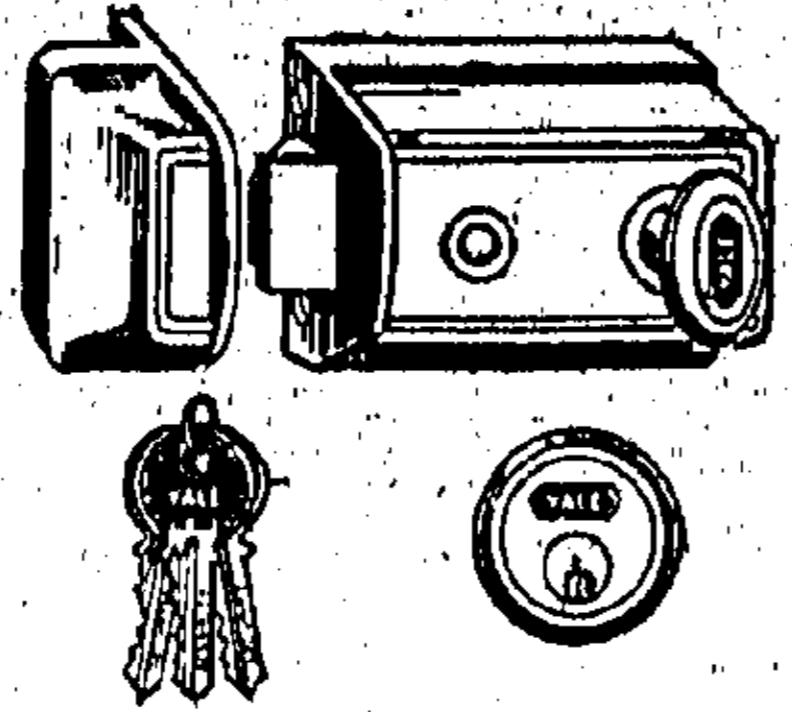
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The Telegraph

SATURDAY, FEB. 6, 1926.

ECONOMIC PROBLEMS.

During the first five weeks of 1926 there has been a veritable plethora of optimistic speeches by leading politicians, Bank presidents, and others on the trade and industrial outlook of Britain for 1926. It has been all wrong, they have said, for anybody to think that Britain was in any way down and out, and they prophesy that, given peaceful industrial conditions internally, the country can very largely make up to its former prosperity in view of the world's gradually reviving trade. But now we have in the telegrams to hand from Home yesterday, been given a glimpse of the tale from the other side—the workers' contention that the present system of industrialism is all wrong. Mr. Philip Snowden contends that during the present Government's tenure of office, unemployment has increased, wages have decreased and profits have risen. Let us examine that claim.

Figures which have been broadcast from Rugby of late have shown that unemployment has been on the decline, though the percentage of decrease has been small. Inasmuch as the price of living during the past year has risen (slightly, it is true) real wages have declined in all those trades where an actual monetary advance has not been made, and there is, we think, fair ground for saying that if the working classes are not actually worse off, they are but little better off and that there will have to be an improvement before prolonged industrial peace can be hoped for. In the matter of Mr. Snowden's allegation that profits have risen, we are inclined to think that, speaking generally, it is true. The average man with money in industrial investment looks for a larger return these days than he did in the days of comparatively cheap living, and, in consequence, the margin of profit between the cost and sale price of most goods is actually higher, although the ratio of profit might very well be the same. When our big industrial leaders, bankers and politicians talk of the value of industrial peace and exhort organised Labour to behave itself, they often overlook the fact that excessive profit-taking is just as liable to be in fault regarding

high prices as is the demand for big wages. The economics of industry have changed but little during the past decade, and it is still possible to point to the extremely wealthy magnates living in ever-growing luxury off the earnings of big concerns employing hundreds of workers whose economic level is on the low side. We do not believe for a moment that the public ownership of commercial industry is either practicable or desirable, and in this respect we think our Socialist friends are entirely on the wrong lines. But we are convinced that if the economic well-being of the great body of British workers was a matter of more vital concern to employers than it really is there would be much less prospect of recurring and costly stoppages.

The fostering of closer relations between the two branches of industry is an eminently desirable end, because it will only be by a better understanding and a greater realisation of each other's problems that those engaged in the industrial world will ever solve those problems. Mr. Steel Maitland's suggestion that Labour and Capital should elect representatives to a Joint Committee to study the whole matter was an extremely useful outcome of a debate, to read the full text of which one looks forward with keen interest.

A Good Idea.

A cable to hand last night suggested that there was a probability of Sir Austen Chamberlain sending a special Commissioner to South China to make a full report on the present situation and attempt a settlement of the trade crisis. It was said that such a step might result from the efforts of the newly-appointed China Committee, which has only been in existence for about a week. As its personnel shows, this Committee is composed of influential banking and commercial men who have a personal knowledge of the Far East, and through its activities we have no doubt that the attention of the Government will be kept riveted on matters pertaining to British trade in the Orient. A cable to hand this morning says,

however, that there is no truth in the report that the Home Government intends to send out a Commissioner. Had such a step been taken we have no doubt it would cause the Imperial authorities to be impressed with the gravity of the situation and to realise the extent to which British trade is being injured as the result of the flagrant Treaty violations which are taking place in Canton. In this matter we have nothing to hide; indeed, we court publicity, because our case is a good one. We are the aggrieved party and are, without the least justification, being made the victims in a spiteful anti-British campaign. Not only would we welcome investigation of the facts by a Commissioner sent out from Home, but we would have nothing to fear from a report on the situation by an impartial representative of any foreign nation. The more the world knows of the facts, the better we shall be pleased.

EXCHANGE RATES.

Rugby, Feb. 5.
To-day's exchange rates are as follows:

Paris	129%
New York	4.8%
Brussels	107
Geneva	25.25
Amsterdam	12.12%
Milan	121
Berlin	20.43
Stockholm	13.16
Copenhagen	19.7
Ostend	23.9
Vienna	24.68
Prague	10.42
Helsingfors	103
Madrid	34.42
Lisbon	22
Bio	75
Buenos Aires	4.62
Bombay	1/6 7/16
Shanghai	9/10%
Hongkong	2/4 7/16
Yokohama	1/10%
Silver (Spot)	30 13/16
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British Wireless.

DAY BY DAY.

GREAT HEARTS ALONE UNDERSTAND HOW MUCH GLORY THERE IS IN BEING GOOD.—Michel.

The British steamer "Kalping" reports sighting a sunken junk, position 26° 46', 120° 59'.

It is notified that the name of the KoChow Steamship Company, Limited, has been struck off the Register.

Sir John Tilley, P.C., K.C.M.G., the new British Ambassador to Tokyo, was a passenger by a.s. Mantus yesterday.

Mr. C. G. Alabaster, K.C., Q.B.E., has been declared elected a number of the Licensing Board for a further three years.

His Excellency the Governor has accepted the resignation by Lieut. J. Bartholomew of his commission in the Defence Corps.

A dog owned by Mrs. Edgar, of No. 3, Morton Terrace, was taken to Kennedy Town for observation on Thursday after an attack on a Chinese.

Amongst the passengers who left by the Empress of Russia were Mr. and Mrs. C. A. Henderson, Mr. Nicholas Roosevelt and Mr. D. Timmins.

Among the passengers arriving yesterday by a.s. Tanda, from Australian ports via Manila were Mr. W. Somerset Maugham, the celebrated novelist and author of "The Painted Veil."

Amongst the passengers who arrived by the P. & O. liner Mantua yesterday were Mr. V. M. Grayburn, Mr. K. E. Greig, Mr. and Mrs. W. J. C. Mackenzie, Mr. and Mrs. A. B. Stewart, and Mr. and Mrs. W. L. Shenton, and Mr. P. D. Wilson.

Four men were arrested at Kowloon City yesterday in possession of revolvers, daggers and knives. They are also alleged to have several packets of pepper in their possession. They were to be charged at the Kowloon Magistracy this morning.

His Excellency the Governor, his appointed the following officer to act as his Honorary Aide-de-Camp, vice Subadar Mangal Singh:—Acting Subadar Major Piran Ditta, D.C.M., Hongkong & Singapore Brigade, R.A., with effect from the 1st February.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Chinese New Year Vacation, except on Public and General Holidays when the offices will be entirely closed. The Chinese New Year Vacation will commence on the 13th February and terminate on the 17th February, (both days inclusive).

It is reported that owing to large gangs of bandits infesting the lower reach of the West River, all craft, large or small, steam or motor, playing between Canton and Siu Hung temporarily suspended operations on the 3rd inst. Being so close to the Chinese New Year, the suspension has caused great inconvenience to the people.

Music lovers are reminded of the piano-vocal recital to be given in the City Hall on Tuesday evening by Mrs. R. Sanger, Mr. Harry Ore, and Mr. H. E. Gardner. The concert commences at 5.15 p.m., and a rich treat is in store for those who will be present.

Rugby, Feb. 5.
To-day's exchange rates are as follows:

Paris	129%
New York	4.8%
Brussels	107
Geneva	25.25
Amsterdam	12.12%

Three men were charged before Major C. Willson this morning with being in possession of lottery tickets in the A.P.C. Building. It was stated that the men were found in the boys' room of the quarters occupied by Mr. Saunders, a complete printing outfit being discovered there. Convicted on various charges arising from the case, the first defendant was fined \$650, or three months, the second defendant (who is Mr. Saunders' boy), was fined \$300, or three months, and the third defendant \$50, or one month.

ST. PAUL'S GIRLS' SCHOOL.

TO-DAY'S PRESENTATION OF CERTIFICATES.

Lady Clementi, M.B.E., this morning distributed certificates in connection with the fifth graduation of the "Chung Hok" Class of St. Paul's Girls' College, the function taking place at the Queen's Theatre in the presence of a large gathering which included the Bishop of Victoria (Dr. Dupuy.)

Prior to the distribution of certificates, the students rendered a School song, after which Miss F. C. Woo, the Principal, read the annual report. Later, the kindergarten section gave a pretty "Lullaby" and the Upper School contributed "Reap the Flax" and "New Castle," whilst the program concluded with a fairy play entitled "In the Never-Never Land" from "Peter Pan."

THE REPORT.

The Headmistress, after expressing gratitude and appreciation to Lady Clementi for the honour she had done by coming to distribute the certificates, said they were fortunate in having enlisted her sympathy and interest in the school, for they were sure that she would be an inspiration and a guide to them in coming years, as Lady Stubbs had been in the past. Reviewing the work of 1925, she said the year opened with 422 pupils on the roll, and often the daily attendance was as high as 416. This good result had never before been attained in the history of the school. The strike, which caused a big drop in the number of students in most other schools, made little difference to them, for their average attendance for 1925 was only seven pupils less than that for 1924, though in both years they had as many as they could take.

Continuing, the Headmistress said:—The summer vacation commenced on June 25th, a fortnight earlier than scheduled time, because the girls had to walk all the way from Causeway Bay, Wan Chai and West Point to the school, after all means of conveyance had stopped. The school was very well attended up to the time of the vacation.

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There are nine girls graduating this year. Three will take up teaching, one will go to Kwangtung University, and the other five will continue the study of English. By the grace of God, we hope to enter our new premises in September next. It is very much to be hoped that we may be able to carry out the entire programme of the building as originally planned, though at present we are short of funds owing to the strike. Unless we are able to obtain assistance from the Government, there is danger of the construction work having to be stopped. The Building Committee believe that with such a keen supporter of education as His Excellency the Governor, there should be no ground for pessimism. May I respectfully appeal to both the

Government and our generous donors not to allow this piece of work to be impaired, if not destroyed, for want of funds? I must express my deepest gratitude to Mr. Lee Hysan who, in spite of these difficult times, has been paying up wonderfully his large subscriptions to the Building Fund. We have yet subscriptions outstanding amounting to \$100,000, which, we hope, we shall have no difficulty in collecting when the present trouble is ended.

"We regret to report the passing away of one of our secretaries, Miss Daisy Wei. She had been a student from the opening of the school, and joined the staff immediately after her graduation. She proved herself to be very worthy of the work entrusted to her, was always very conscientious, and was absolutely devoted to the school which is now keenly feeling her loss. Her work is now taken up by Miss Leung Sau-king and Choy Wing-kow who are also graduates of the school. The school is proud to have eight of her graduates on the staff; and as a result of their co-operation the spirit of fidelity and devotion prevails throughout the school. There are thirty on the staff, including the three visiting teachers, Mrs. Griggs as singing mistress, Miss Pong-han as drawing mistress and Miss Shea Kwok-ying as gymnastic mistress. No praises are too high for this band of unselfish, genial and painstaking educators. They take a parental interest in each individual pupil thus inspiring them with high ideals, and constraining them to carry into practice the ethical teachings of the school. The high percentage of the daily attendance reflects credit on both staff and pupils.

"The girls have contributed \$1,000 to the M.C.L. and \$200 to the C.H.M.S., and several smaller sums were donated at different times besides those to the Bible Society, the Leper Mission in Pak Ho, Chinese Clergy Fund, and the Church Women Missionary Service League. The girls opened a free school at Causeway Bay in 1920 as a result of the work done in the New Year Evangelistic week. It is managed and maintained by the girls ever since with the generous help of Mr. Wong Kam-fook, who donates \$120 per annum towards the expenses. The first one in charge of the school was a graduate of ours who has now gone back to her country-home and become the headmistress of a much bigger school, which position was previously occupied by a foreign missionary. The post vacated by her is now filled by another of our graduates. The girls entertained a big audience of their parents and friends at Christmas with a concert, and also contributed a few items to the St. Paul's Church concert. On the Sunday before Christmas we were happy to see eight girls being baptized. On the same Sunday, in the previous year ten were baptized. The School Y.W.C.A. organized eleven Bible classes outside school hours, the average attendance being a little over a hundred. A few of the leaders were our graduates, thus through such means we keep in touch with them. The Sunday School is managed by Li Man-chee, assisted by Tsui Chung-sing and Chan Lin-tui. Over forty children attend every Sunday. The girls also support an orphan from Nanning in the Victoria Home.

"The general work of the school was found to be very satisfactory by the Inspector of Vernacular Schools who complimented us on the hand-writing and the general neatness of the written work. Essay-writing was good, and in some classes the work was more advanced than the required standard. The girls are diligent and show a keen desire to learn, but what makes me rejoice most is to see the spirit of self-reliance, self-sacrifice and self-respect rapidly developing. Before closing I wish to thank Mrs. Griggs, Miss Capell and Miss Shea for getting up the programme for to-day, and the Hongkong Amusements, Ltd., particularly Mr. Ray, for the kind loan of this theatre."

ITALY'S DEBT.

CHAMBER APPROVES OF BRITISH SETTLEMENT.

Rome, Feb. 5.
The Chamber has passed a Bill ratifying the Anglo-Italian Debt Settlement by 224 votes to one against.—Reuters.

Sole Agents

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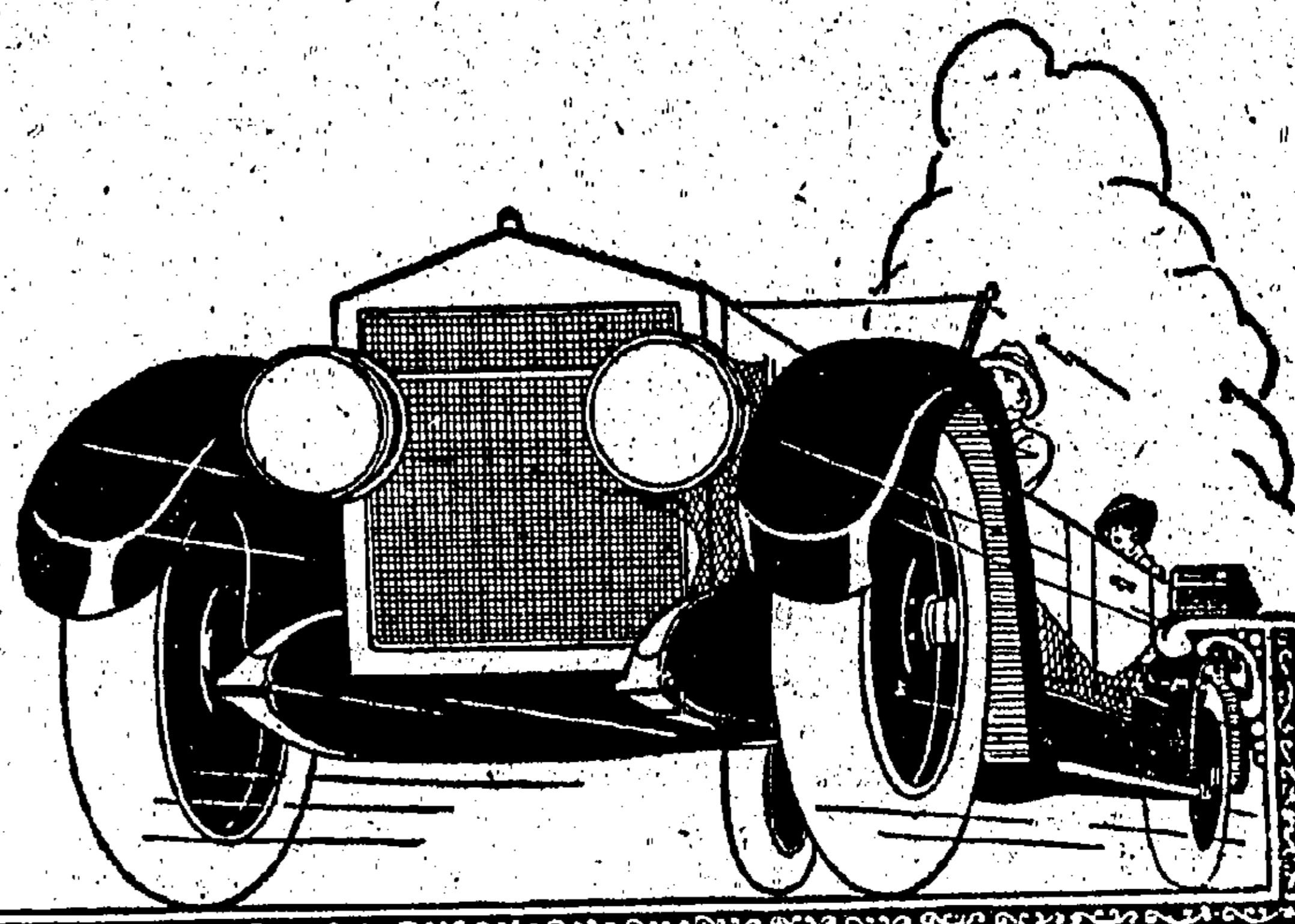
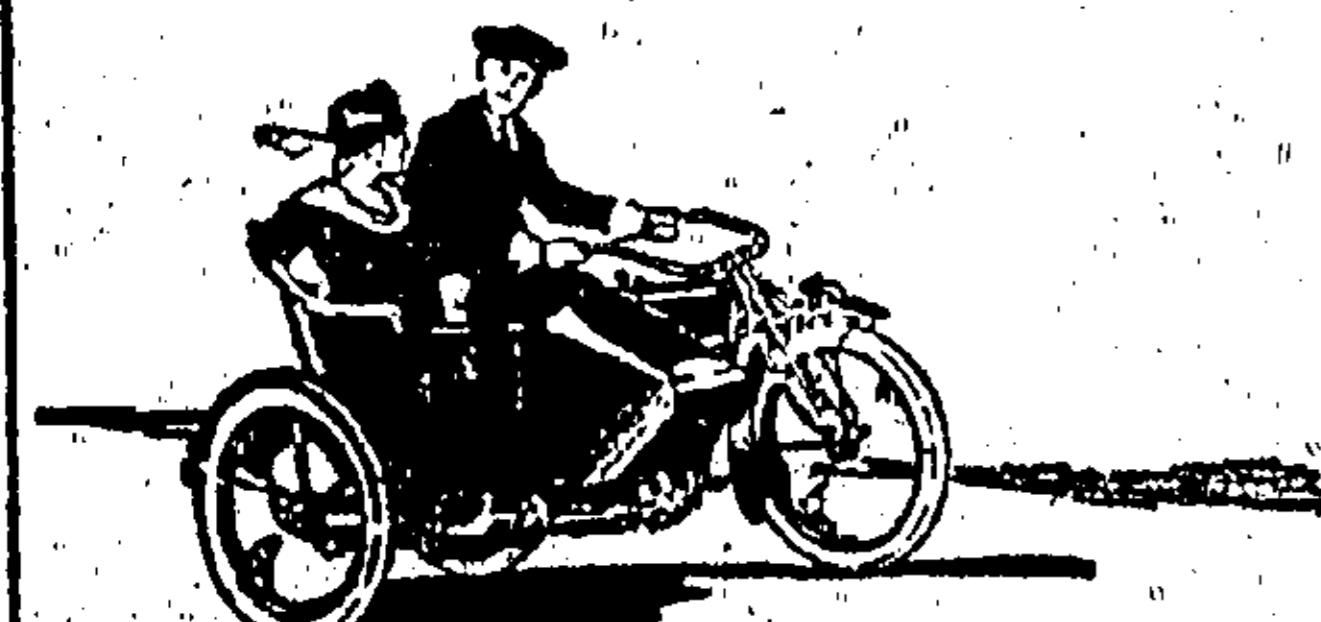
Phone 4567.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 6th. February, 1926.

(Being the Official Organ of the Hongkong Automobile Association).



CURRENT COMMENT

Parking Spaces.

An owner-driver asks us to take up the question of car parking in Kowloon, on the grounds that the present regulations pertaining to unattended cars are too severe. The case in point is that a Kowloon motorist may not leave his car outside his own, or a friend's house, for any length of time, without running the risk of being called upon to face a magistrate on the charge of leaving his motor car unattended. Such regulations do appear a little severe when the road in which the offence is committed is other than a main route. No doubt the police have very good reasons for being strict in this matter, but in the absence of authorised parking places, the motorist is certainly in a quandary, the only solution to which appears to be not to use his car if he anticipates spending a few hours with friends. After all, very few houses have suitable accommodation for motor cars in this Colony, and it seems rather unfair to impose restrictions which harass owners, when it cannot be said that their action constitutes either a danger or a nuisance.

The Hongkong A. A.

Mr. Paul Hodgson informs us that he will be absent from the Colony for a period of about one month from to-day, when all communications should be addressed to the Treasurers, Messrs. Linstead and Davis, Alexandra Building.

Membership Privileges.

Hongkong motorists going on leave this year, should remember the advantages and courtesy they will receive in the British Isles, if they carry with them an introduction showing, that they are members of the Hongkong Automobile Association. We have heard several motorists speak in appreciative terms of the privileges extended to members of the H.K.A.A. visiting the Old Country. Those who are not already members should apply for an application form to the Honorary Secretary, Mr. Paul Hodgson, at his office in the Bank of China Building, Duddell Street, or while he is away, to the Treasurers, Messrs. Linstead and Davis.

The New Fords.

The first shipment of the latest model Fords is due to arrive here on the 24th. inst. Mr. W. Harper informs us that a strong demand has already arisen, so much so, that over half of the coming shipment has been booked. Early applications are advisable for the remainder.

Fleet of Fords?

Mr. Harper has shown us an interesting letter which has been received from the Ford Motor Company of Japan in which it is suggested that the Hongkong Police Force is to emulate the example of the New York Police Department, and employ a number of Ford runabouts for various duties. The letter reads as follows:

"From our Manchester Office we learn that Mr. E. D. C. Wolfe, Chief of Police for Police Hongkong, who was a recent visitor at the British Empire Exhibition, informed them that he was very favourably impressed with the good work done by Police in New York City with the use of Ford runabouts. Mr. Wolfe sees that they could be put to similar use in Hongkong and stated that he was thinking of establishing a fleet of about 200 runabouts on his return."

Road Improvements.

As in Hongkong, so in Shanghai, motorists are often inconvenienced by the carrying out of road improvements, in which connection one commentator, writing in the columns of a newspaper, says it seems that Shanghai is condemned, like Alice in Wonderland and the jam, to have good roads, only on alternate days. He says the plans upon which the improvement of the streets are carried out are excellent in every particular but one, and that is that they seldom allow the public to use the streets as they are without suffering any amount of inconvenience. Reference is then made to the treatment of certain roads in the Hongkew district, one of which was rendered impassable for about twelve months, and the writer goes on to say that when the threat is made to the main thoroughfare of the town, is it time something was said.

Those Trenches.

Pointing out that for some days, gangs of workmen have been busy digging pits in the middle of Szachuen Road and Kiangse Road, and making trenches from these pits to the side of the road, an indignant Shanghailander describes these manoeuvres as an attempt to wreck the Settlement. Not content with making a big hole in the middle of the road, he says they dig a trench right across the road, when they find that the big hole is a nuisance which can be avoided. A passage about ten feet wide is allowed for traffic proceeding both ways, including cars, rickshas, wheelbarrows, and railless trams. And then people are surprised if there is congestion.

A Familiar Cry.

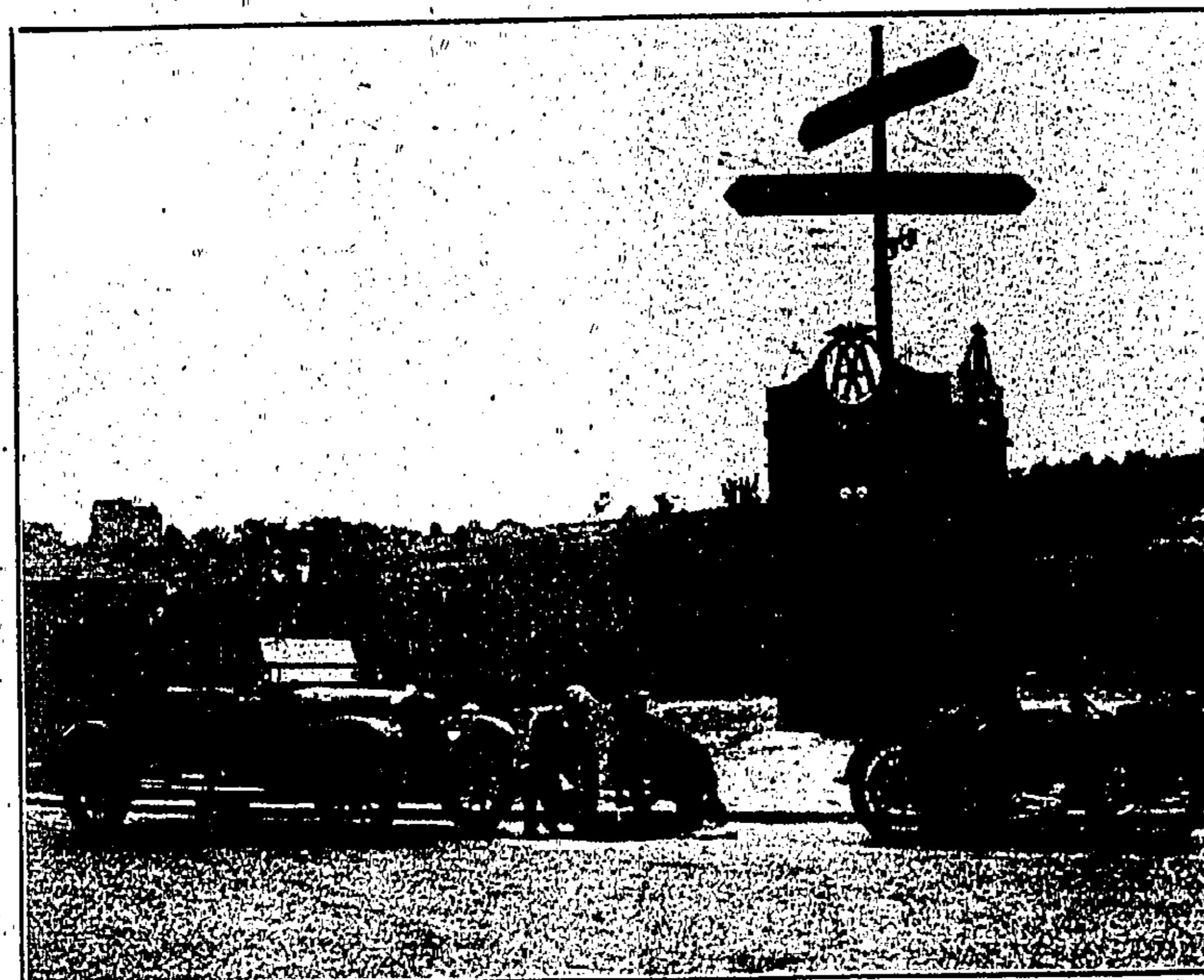
There appears to be little or no system in this tearing up of the streets, says this writer, as many a Hongkong motorist has said of local road improvements. It is granted (he adds) that the growth of Shanghai has caused the earth beneath the Settlement to be threaded this way and that by pipes, cables and hawsers, each having their own purpose, but each equally a mystery to the mere man who wishes to use the streets as a means of getting from one place to another. These pipes, cables, hawsers, etc., need attention from time to time, it is known, but why the attention is not given to them all at once, instead of causing the roads to be taken up time and again is about as great a mystery as the pipes, etc., themselves.

The Procedure.

At present, according to the above-mentioned indignant Shanghailander, the procedure appears to be this: dig a deep hole and then ask what you have dug it for. No one will know, but someone will say, "Don't you think we might lay a sewer here?" Another says, "A ripe scheme. It will mean tearing up the whole of the road." "Then let's do it," says the other. And they do. Cold Comfort.

They say, of course, that it is for the good of the city, says the writer, but it seems to be that Shanghai is being treated like the small boy who was constantly being dosed by his parents for his own good. He did not like the medicines, but found comfort in the tale which was told him that they would make him a big, strong boy by-and-by. He grew up and was always being dosed for the by-and-by, which never came.

THE SERVICE OF THE AUTOMOBILE ASSOCIATION AT HOME.



The above is a photo of one of the new roadside service stations of the Automobile Association in the British Isles.

UNUSUAL OCCURRENCE.

MOTOR BOAT'S EXPERIENCE.

The remarkable power of the modern small marine motor was well demonstrated recently, when the owner of a heavy 42-ft. motor cruiser met with a somewhat unique experience. This boat is fitted with two engines, the one a large slow-running 26-30 h.p. motor, as the main power unit, and the second an Ailsa Craig "Kid" 10-14 h.p. 4-cylinder marine motor, made by the Ailsa Craig Motor Co., Ltd., of Chiswick, London, as an auxiliary unit.

When travelling under the power of the main 26-30 h.p. motor the little 10-14 h.p. engine was started up and inadvertently put into reverse, with an unexpected result. In spite of working against the large 26-30 h.p. engine of more than twice its power, the "Kid" brought up the boat practically to a standstill at once.

The Ailsa Craig "Kid" is a modern high-efficiency overhead valve unit, and its efficiency may be gauged by the above performance. Alone it can drive the cruiser at a speed of 5 knots, even when towing a 14-ft. dinghy.

BATTERY WARNING.

HIGHLY INFLAMMABLE GAS.

In the interests of motorists generally, the Automobile Association advises that lighted matches should never be brought near accumulators used on cars for lighting and self-starters. It is not generally known that while these batteries are being charged, and for a period after charging ceases, a highly inflammable gas passes from the cells.

Recently, while a car was halted with the engine still running, and charging the battery, a motorist handed a lighted match to a friend across the car at about 18 in. above the battery, which was located under the front seat. The gas from the battery, which was uncovered, immediately ignited and blew the acid into the eyes of the passenger, who has practically lost the sight of one eye.

GLARING HEADLIGHTS.

AMERICAN STATE'S LAW.

Iowa U.S.A. is conducting an intensive campaign to eliminate glaring headlights from the highways. The state law provides that the undiffused rays from headlights shall not rise to an elevation of more than 42 inches at a distance of 75 feet.

Test stations have been provided where autoists can have their cars' headlights tested to insure compliance with the law.

The law regulating headlights will be strictly enforced, and special efforts will be made to apprehend all offenders.



Fond Husband: "You fool of a chauffeur! Don't you know the rule is to keep to the right!" — *Il Travaso, Rome.*

SUPER-CHARGED ENGINES.

APPLIED TO MOTOR BUSES.

Super-charged engines made their appearance on touring cars some time ago. Now, according to *Motor Transport*, it is suggested that they should be applied to motor omnibuses, the principal advantage in this case being that weight could be reduced, as a smaller engine would suffice. The suggestion was made at a meeting of English municipal omnibus managers, who, at the same time, expressed the opinion that four-wheel braking should be standardized on buses.

DANGEROUS DRIVING.

LORRY DRIVER CONVICTED AT HOME.

The fact that the Automobile Association has no sympathy with inconsiderate motor drivers is well illustrated by a recent instance.

At Epping the Association has just prosecuted the driver of a lorry for driving in a manner dangerous to the public, and also for failing to keep his vehicle on the near side of the road.

The evidence showed that an A. A. member's car was passing along the Epping main road at night, with headlights, when the defendant's lorry approached from the opposite direction. A number of cyclists were on the road, and the motorist considered it inadvisable to dim his lights.

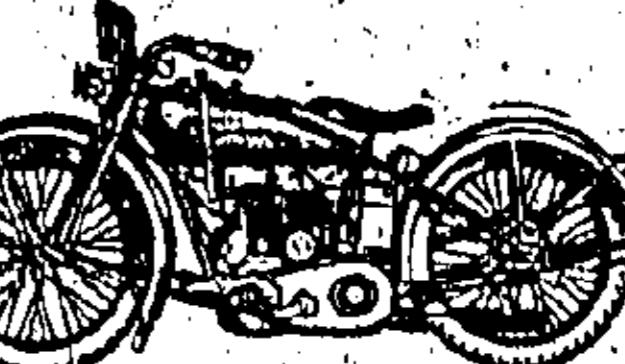
When about 40 yards away the driver of the lorry drove his vehicle to the off side of the road, a serious collision only being averted by the car being suddenly pulled up. When remonstrated with, the defendant replied that the lights should have been dimmed.

In defence, the lorry driver stated that he was dazzled by the brilliancy of the headlights, but the Bench decided that he had acted deliberately, and imposed penalties of two guineas for driving dangerously, and one guinea for failing to keep to the near side.

SAFETY AT NIGHT.

ILLUMINATED WHITE LINES.

The Autocar records and illustrates the first illuminated white line to be laid down in Great Britain. This has been installed in a North-West London suburb, and is the invention of Mr. F. Brown, of Clacton-on-Sea. It is doubtless the forerunner of many similar installations which cannot fail to make the white line at dangerous points even more effective at night than by day, as it cannot wear out and is always bright. It consists of grass and white tiles lit from beneath by electricity.



70-80 SWIFT MILES PER GALLON.

— 10,000 to 12,000 miles on a pair of inexpensive tires — 800 miles to the gallon of oil!

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power and speed!

Another Shipment received by the s.s. "Empress of Australia" of the famous single cylinder model as shown above. Demonstration gladly given upon request.

ALWAYS IN STOCK

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THE GASCON MOTOR COMPANY.



Make the chart your guide

It is easier and better to perform a task than to explain its non-performance.

Gargoyle Mobiloil easily performs the task it is made for. Never have we to explain why it did not live up to its reputation for economical service.

Little do some motorists appreciate when purchasing lubricating oil, that service is the actual motive of the purchase; that service, in all its angles, is the only measure of the true cost. Lubricants, like individuals, vary in their capability—some accomplish far more than others and are worth more.

The higher price of quality is not a penalty but rather an opportunity. It is a source of saving through the character and extent of service the lubricant gives.

More Gargoyle Mobiloil is used throughout the world than any three competitive brands put together.

Consult our Recommendation Chart for the grade of Gargoyle Mobiloil specified for your make of car.

Drain the crankcase while the engine is hot and refill to correct level with the grade of Gargoyle Mobiloil recommended by our Board of Automotive Engineers.

VACUUM OIL CO.

FAKE MOTOR CLUBS.

Motorists of the United States annually pay out more than \$30,000,000 to fake motoring organizations. It is difficult to convict promoters of these organizations as they always claim that they had good faith in the project.

GOOD ROADS INCREASE.

The mileage of surfaced roads in the United States is nearing the 500,000 mile mark. In addition to surfaced roads, a considerable mileage has been graded and drained according to engineering standards.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

MANIPULATING THE CHOKE.

Much gasoline is wasted and oil spoiled by the careless or inexpert handling of that necessary evil, the choke. On nearly all cars starting can only be effected by its use, but too often it is applied too freely or left on too long, with harmful results.

The Less Choking the Better.

The first thing to remember is that the choke should be used just as little as possible to cause the engine to start and to keep it going during the warming up period and that it should be put out of action completely and left so, the instant the engine is in condition to run without its assistance. No warm engine should ever require choking in service, and one that does has something wrong with its carburetor or fuel feed, which should be corrected immediately.

Starting the Cold Engine.

At starting from a cold condition, the average engine requires full choking only until it first fires, after which occurrence, the choking can be reduced little by little until none is required. The degree of choking can be gradually diminished until missed explosions warn of the liability of its stopping. Too much choking is usually evidenced by "galloping" of the engine, by its regular periodic increase and decrease in speed a sort of rolling sound and pulsating rhythm—which indicates too rich a mixture just as irregular missing and weak explosions indicate overleaness. The object should be always to keep the degree of choking on the borderline between a "galloping" mixture and a stalling mixture.

Choking While Running.

If a car is operated on the road before it has become warm enough, it may have to be run slightly choked for a while—just

as slightly as practicable and progressively less so as warming up increases. Under these circumstances the more the throttle is opened, the less choking is usually required. Many cold engines, after running closely throttled for a time will not accelerate unless helped to do so by a partial temporary application of the choke.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference).

Generator Runs Hot.

Question: My generator gets so hot that I cannot bear my hand on it, after 25 miles of driving, although it charges all right at 12-15 amperes. The bearings are in perfect condition, so there can be no possibility of the armature rubbing on the polepieces. How do you account for this overheating?

Answer: On account of their close proximity to the heated engine, generators nearly always run at a temperature that is rather uncomfortable to the touch. If yours does not smoke or have a burned smell, it is doubtful if it is running much hotter than normal. Unless there is a burned spot on the commutator, or the brushes bear on the commutator altogether too hot, we doubt if there is anything wrong, unless it may be that there is something wrong with the thermostatic regulator, which is used on this make of generator. If this is not working properly, the high rate of charge may be continued, when the low rate should have been automatically substituted and this would account for some abnormal heating. The charging rate is not too high. Why don't you have the service station check it up?

Won't Climb Hills on "High."

Question: My car runs splen-

CARS FOR RUSSIA.

SEVEN-SEATER SUNBEAMS.

Two very handsome 20-60 h.p. 6-cylinder Sunbeam touring cars have recently been supplied for official use in Russia. These cars are of the long wheel-base type with 7-seater bodies, two of the seats being of the occasional folding type. The long wheelbase model has a wheel-base of 11ft. 5½in., and the overall length is 18ft. 7in. The cars were practically standard models in other respects, except that polished aluminium bonnets and aluminium discs to the wheels were fitted, together with bumpers. The cars were finished in dark blue, with upholstery in antique blue leather.

The efficiency of the 20-60 h.p. chassis, with its very reliable 4-wheel braking system, has made it greatly in demand in various parts of the world, and particularly in Australia and New Zealand, where the Sunbeam reputation has always stood very high.

didly on level going, but when it strikes a grade, the engine misses, sputters and sputters and I have to engage second gear, when the ascent can be made O.K. I have had a new carburetor put on, but this does not help the hill-climbing ability on high speed. What do you think is the matter?

Answer: It looks like a case of inadequate fuel feed and we suggest that you check up the gasoline system in all details, see that all piping is clear, that the connections of the vacuum tank are all tight, that the vacuum tank strainer is clean, its air-vent valve is working right and that the vent tube is clear, also that the main tank vent is open. Try taking a hill with the vacuum tank filled full, through the plug hole in its top and with the plug left out. If the hill can be taken thus, on high, a fuel feed derangement is indicated. If you find that there is no trouble with fuel feed please write us again and we will seek for another explanation.

STRENUOUS EXERCISE.

THE PEDESTRIAN IN PARIS.

Paris traffic to the American visitor may provide just a little more strenuous exercise than that to which he is accustomed in New York or Chicago, but the first few days of the visitor from the British Isles in the rapid city constitute a prolonged nightmare. For in addition to the right hand rule of the road, which in itself is sufficiently confusing to those who are accustomed to the left, there is the constant uncertainty as to whether the next cab is going to adhere to that rule, or whether it is going to be original and make a detour quite different. It is never safe to hazard a guess even. The best thing to do is constantly to keep an eye to the right, to the left, to the front and at the back of one. A Paris taxi often evinces an affection for the pavement.

It is not to be wondered at therefore, that the strong man from London and Manchester stands timidly on the edge of the pavement, praying that one day the gendarme will wave his white truncheon and check the unceasing flow. At the back of his mind he also realises that, when he does so, it is quite possible that he will forget all about crossing the road, and merely stand and gape at the heated controversy which is carried on between the gendarme and the thwarted taxi-man.

BUS RACING SENTENCE.

A Glasgow bus driver has just been sentenced to 60 days' imprisonment for dangerous driving. It was alleged that he and the driver of another bus were racing side by side and taking up all the road. We have met that bus driver before—but it wasn't in Scotland.

STUNTING NOT APPRECIATED.



Miss Allene Ray, a movie actress, declared that she would prefer seasickness after experiencing the sensation of riding up a steep hill in New Jersey with a local 'stunting' motor cyclist.

ANNOUNCING ARRIVAL OF

THE MORRIS

1 TON TRUCK CHASSIS

COMPLETELY EQUIPPED WITH—ELECTRIC STARTING AND LIGHTING—
33 X 5 PNEUMATIC CORD TYRES—HUB ODOMETER—SPECIALLY GEARED
AND EQUIPPED FOR USE IN HONGKONG.

Hongkong Nett Price £250.00

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THE HONGKONG HOTEL GARAGE

(THE HONGKONG AND SHANGHAI HOTELS, LTD.)

Queen's Road Central

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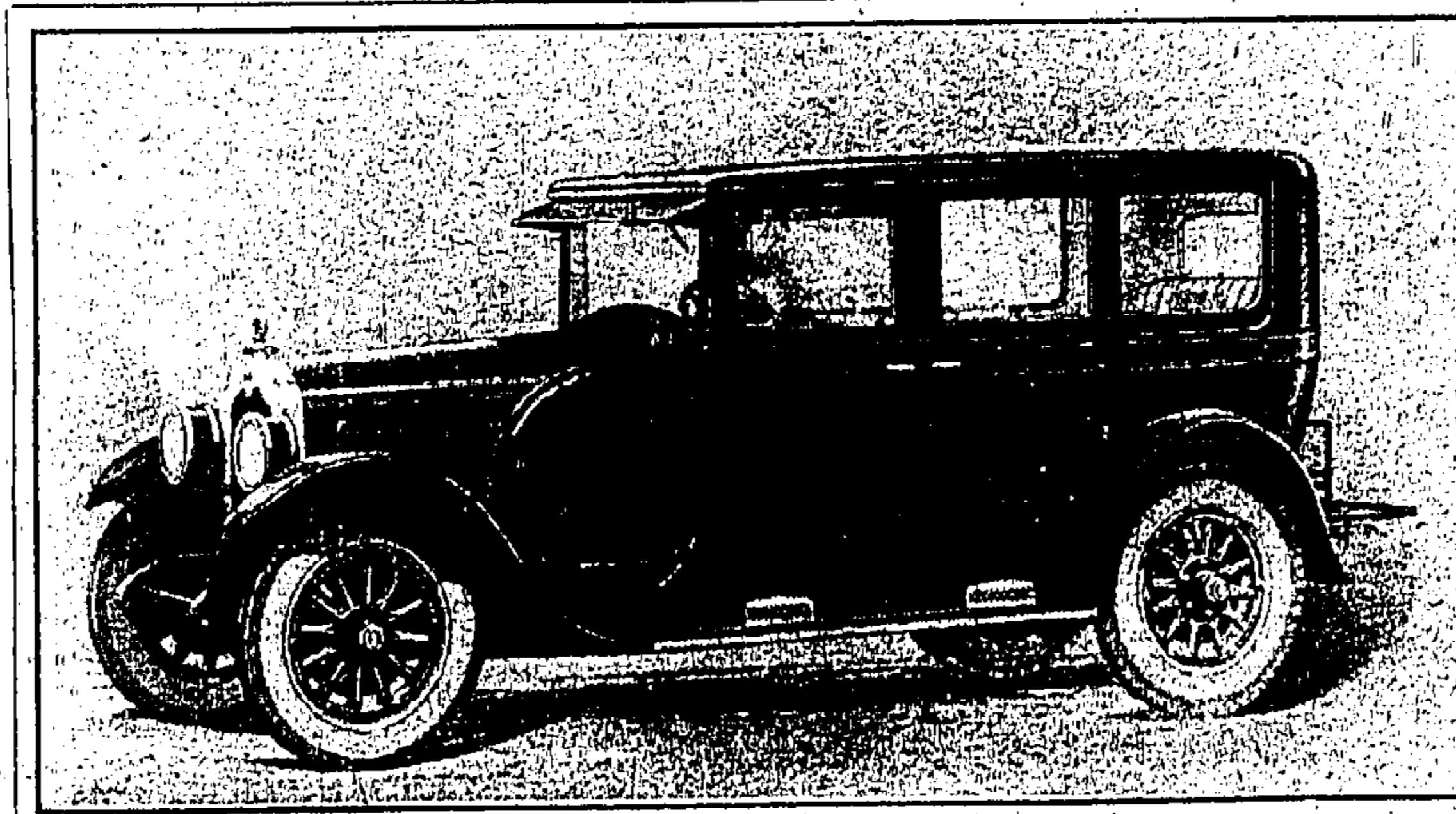
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As a result of intensive forethought, planning and investigation by Canadian Engineers, the 1926 BRITISH EMPIRE BUICK is offered with a complete line of charming bodies created specially for the world's varied markets. Leather upholstery harmonises with the colour schemes, full-vision side curtains, adjustable seats specially designed, one-man hoods, so simple that a child can operate them—these and many other refinements ensure maximum utility, comfort and convenience combined with inherent beauty. The same quality which has been built into Buick cars for more than twenty years has been supplemented by still further strides in engineering perfection. Ten year old Buicks, without present-day refinements, are quite common in England to-day. The 1926 Buick has been designed not only to give phenomenal performance, but also an abnormal length of life.

Before buying a car, compare Buick beauty, that bespeaks inherent goodness and exceptional road performance; then compare prices. THE BRITISH EMPIRE BUICK is without question the finest car value the world has seen to date.

Beauty
That Delights
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Economy
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The 1926 Buick is A British Empire Product.

The British

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LATEST MODELS NOW ON VIEW.

DEMONSTRATIONS GLADLY ARRANGED.

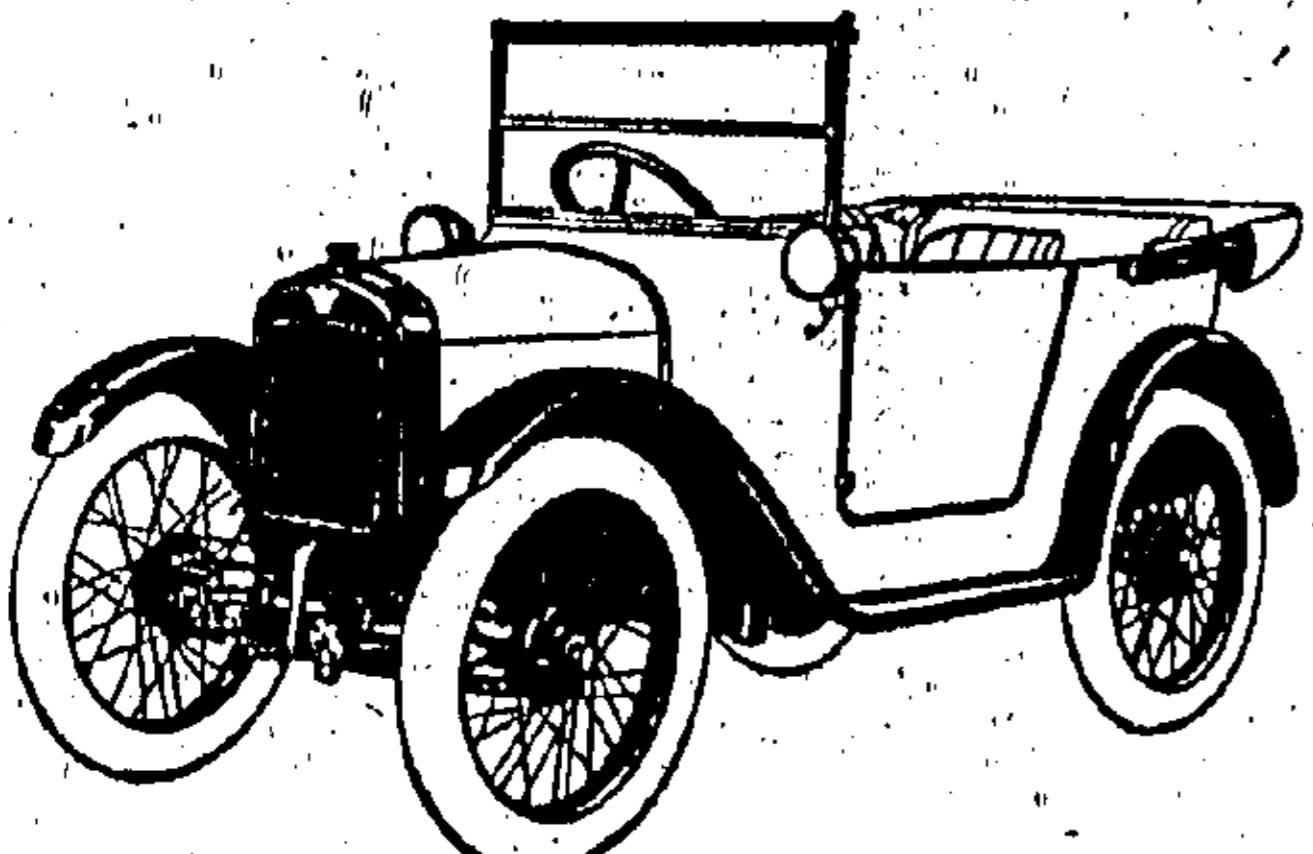


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GENERAL ACCIDENT FIRE & LIFE ASSURANCE CORPORATION, LTD.

Get in on this offer and join the throng of happy Austin owners.
The initial outlay is small and the upkeep less than train-fare.

We shall be pleased to show you how easy it is to become an Austin owner.

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There are no finer tyres than

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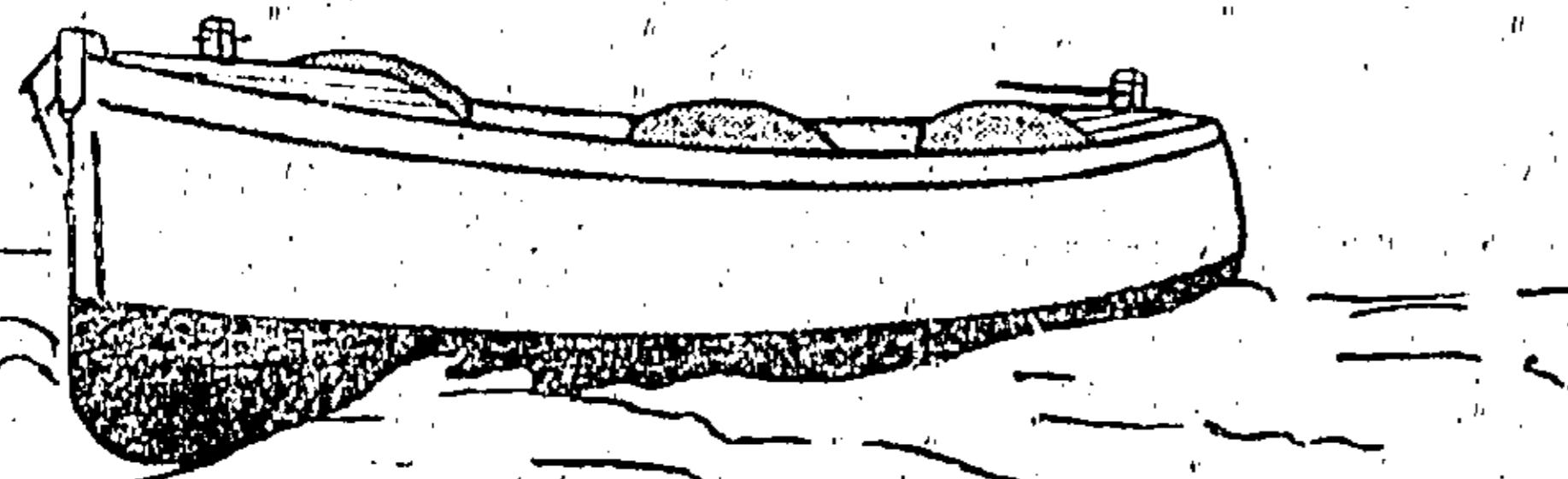
They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

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SPEED 7 KNOTS.



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COMPLETE \$2350 DELIVERED HONGKONG

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MOTOR NEWS FROM GREAT BRITAIN.

HISTORY OF THE DEWAR TROPHY.

Special Report to the Hongkong Telegraph.

By "R.A.C."

It has been satisfactory to note of late very marked improvements in the stormproof character of the all-weather equipment of open cars. Really admirable examples are to be found standardised on the 12/25 h.p. and 15/40 h.p. Humber cars. These are fitted with a combination of disappearing rigid side windows and one-man hood. The windows are of celluloid in light rigid metal frames, so constructed as to allow for expansion and contraction of the celluloid with changes of temperature. When not in use, the windows are contained within the thickness of the doors and body framing. When erected, they are secured at the top by a special fitting and held at the bottom by a plated screw device, manipulated from inside, from rattle, and offer the minimum of obstruction to the view. The overlapping of the window frames effectively provides weatherproof connections. The whole equipment can be easily erected while the car is in motion, the work of erection taking one person only about half a minute.

A very useful addition to the equipment of a car, especially if it is to be used much in traffic, is an accessory recently introduced by Messrs. S. Smith and Sons, and known as the Safety Signal Mirror. It gives the driver a good view of following traffic, while provision is also made for displaying on the front and back of the mirror electrically lit red arrows indicating whether it is the intention to turn to the right or left, or to slow down. The "Slow" or "Stop" signal is illuminated by application of the foot brake, while the others are controlled by a conveniently placed switch.

As regards body, finish, good progress is being made in the successful use of hard-wear body finishes. One of the first British cars on which these were tried was the 14/30 h.p. Armstrong Siddeley, on which this type of finish is now being standardised after a year's experiment. It should be noted that these cellulose paints are not equally successful in all cases. There is a tendency for them to fight shy of small curves and grooves, and in the example just mentioned the body has therefore been designed without acute contours or mouldings.

Unscratches paint is now exclusively used on all Standard cars with open or all-weather bodies, and a special section of this firm's Coventry factory is devoted to this purpose. The equipment includes a series of drying chambers through which air of definite humidity and temperature is constantly circulated. Every coat of paint is applied by means of spray-pistols, through which the material issues at high pressure in the form of a very fine mist. Large numbers of bodies are under treatment progressively at one time, being moved through the drying chambers or across the buildings on wheeled frames run on rails. The result of the process is a surface of almost glass-like hardness, like new paint and varnish in the first instance, but actually improving in gloss with use and well capable of withstanding extreme climatic conditions of all kinds.

THE DEWAR TROPHY.

The records of the Dewar Trophy form a sort of condensed history of the outstanding progressive achievements of the motor industry. Presented to the Royal Automobile Club in 1906, the trophy is awarded annually on the strength of the results of the official trials held by the Club, provided a sufficient standard of excellence is reached. Thus, as early as 1907, the Rolls-Royce car known as the "Silver Ghost" won the trophy on account of its excellent behaviour during a 15,000 mile road trial.

Of recent years performances which have justified the award have been very diverse in character. Thus, in 1921 the trophy went to a Thornycroft lorry which, amongst other things, gave the remarkable fuel economy of 69.3 ton miles to the gallon in the course of a prolonged road trial. In 1922 the 18 h.p. Armstrong

Moscow, a total distance of about 5,000 kilometres, chiefly over very bad roads. The first prize went to a 16-40 h.p. Sunbeam car which accomplished the journey without losing any marks at all, and it is satisfactory to learn that this British success is resulting in substantial business coming to the Sunbeam Company from Russia.

The high speed capabilities of the modern types of public service vehicles have been commented on more than once of late, but certainly the recent performance of a 30-60 h.p. Albion low-loading bus must be regarded as distinctly remarkable. The vehicle, which has carrying capacity for twenty-nine passengers, was run from Glasgow to London and back, a distance of over 800 miles, and completed the double journey in twenty-four hours five minutes, showing an average speed of nearly 33½ miles an hour. The run was absolutely non-stop except for a momentary pause to break out of a wrong turning taken in the dark. The high speed was not accomplished at the cost of excessive petrol consumption. On the other hand, although the machine at the commencement of the trial weighed just over 5½ tons, the petrol consumption was only at the rate of one gallon to 11.4 miles. The bus was a standard model of the new 1926 type and had already run over 10,000 miles.

THE SPARE PART PROBLEM.

One sometimes hears British motor manufacturers criticised in respect of their policy as regards the distribution of spare parts. In this connection a point worth noting is that the problem is much more easily solved by some firms than by others. If, for instance, a single standard model is produced and the life of the car is at the most a few years, the efficient distribution of spares is comparatively simple. It, on the other hand, a firm has been building cars for twenty years or more and the earliest models are still upon the road, it is hardly to be expected that spare parts can in all cases be made promptly available everywhere. Thus, for example, I heard of a recent instance in which the owner of an Arrol-Johnston car quite twenty years old was not un-

HEALTH.

MOTOR CYCLING
BENEFICIAL.

Not the least of the lessons which the Army taught us in 1914, says *The Motor Cycle*, was that few of us had ever been more than half fit in civilian life. Routine office work and dancing at night leaves a fellow with a hot feeling at the back of his eyes and a taste in his mouth. He has to face his grub with stinging condiments before it seems eatable. Many an indoor worker and indoor player really wants an invigorator every morning. Not so the all-weather motor cyclist. Dame Nature is the best physician. Let her sport with your person over fifty miles of daily motor cycling and you will not need much doctoring. If you cannot surrender to her daily, give her a chance at week-ends, and double the dose in that case, no matter if it snows.

naturally obliged to write to the manufacturers when he wanted spare parts sent out to Chile. It is, perhaps, more surprising that the manufacturers were able to supply him promptly out of stock. They find, in fact, that they still receive not infrequent enquiries in respect of each model that they have produced since about the year 1905.

Another aspect of the spare part problem is that some cars are such that they must necessarily be supported by a very efficient spare part service. These cars are popular with a certain class of motor trader who reckons on making more profit out of repairs and spares than out of the original sale. The type of man I have in mind would, for example, no doubt be heavily prejudiced against the Dennis commercial vehicles on learning of an instance of a user resident in Daventry who has completed no less than 70,000 miles on his 3½-ton Dennis lorry, the total cost of replacements during the period being no more than 25. It is only just recently that this gentleman has decarbonised his engine for the first time, and he then failed to find any play in any of the engine bearings.

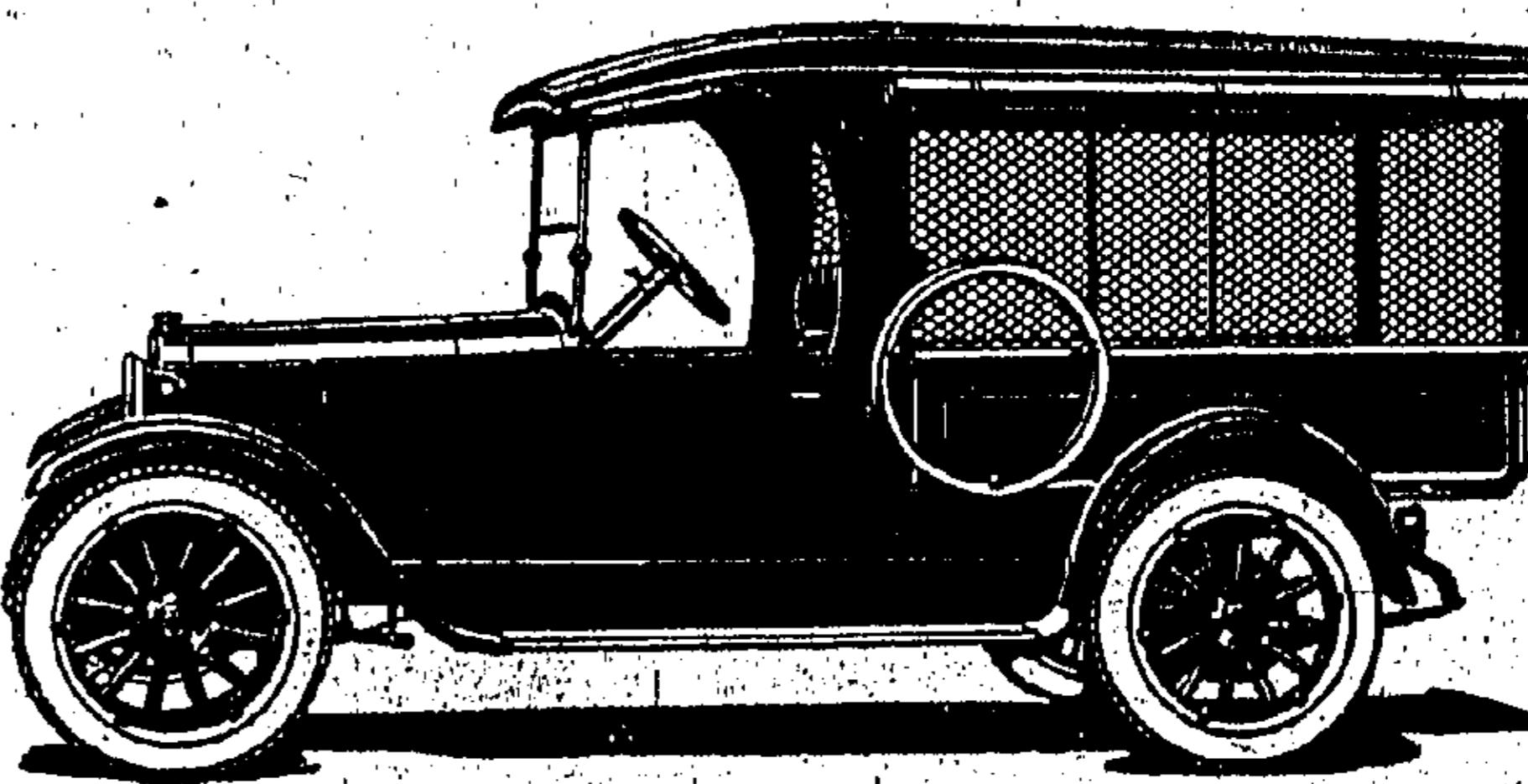
DODGE BROTHERS
COMMERCIAL CAR

Dodge Brothers commercial car
advertises the business it serves.

In fact, merchants value the appearance of the car second only to the low cost dependable mileage it delivers.

THE DRAGON MOTOR CAR CO. LTD.

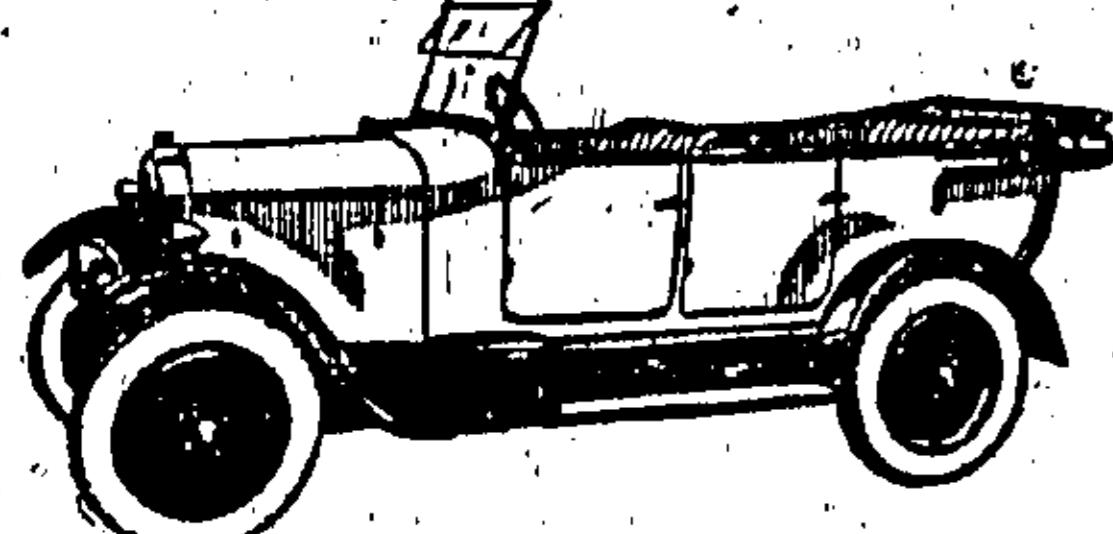
33 WOEG, NEI CHUNG ROAD, HAPPY VALLEY.....TEL. C. 1246 or 1247



19 SINGER 26

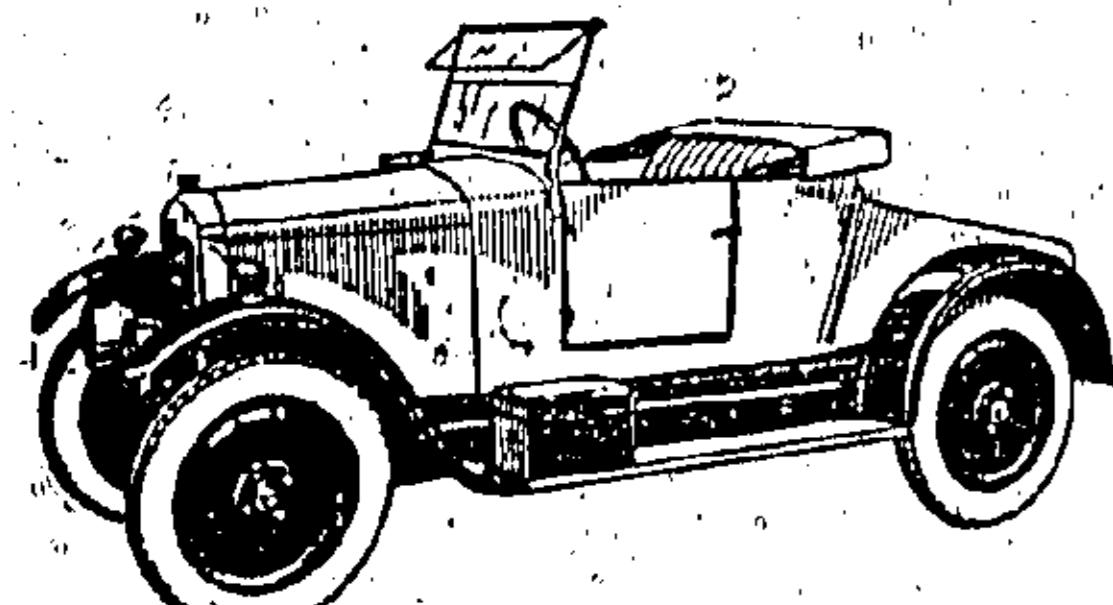
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The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
\$2,200

British Throughout



TWO SEATER "DE LUXE"
\$2,200

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to—

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SOCONY
MOTOR OILS
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1 Out Of Every 3 Cars
In Hongkong Is Serviced By

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The reason? Expert handling;
Repairing at low cost; Reliability;
Courtesy.

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33 WONG NEI CHUNG ROAD HAPPY VALLEY

QUICKSAND PERIL.

THE GIANT BALUCHITHERIUM.

[BY DR. ROY CHAPMAN ANDREWS]

This is the second of a series of four interesting articles regarding the recently ended third Asiatic Expedition of the American Museum of National History, written by Roy Chapman Andrews, the leader of the party of explorers and scientists. It will be remembered that the many discoveries made during Dr. Andrews' three exploring trips have contributed valuable additions to the science of Geology and interesting information regarding many monstrous animals which roamed over the earth millions of years ago.

In the third scientific exploring expedition into the Gobi Desert in Mongolia, conducted by the American Museum of Natural History in search for further facts regarding prehistoric man, beast and reptile, we faced constant adventure, hardships and danger.

One adventure in particular was full of peril for all in the party, as well as for the car. One of the most important finds we made on this trip from camp was the fossilized remains of the giant Baluchitherium, a member of the rhinoceros family and the largest land mammal that ever lived. Something like three million years ago this great beast had sunk in quicksand and been fossilized there in an upright position. We recovered the feet and part of the legs of the animal.

It was while crossing the bed of an old river nearby that we nearly shared the fate of the Baluchitherium. The man I sent ahead to look for quicksand reported that everything was all right. The sand was smooth and apparently firm. I started across and quickly ran the speed up to thirty miles an hour. The speed saved our lives. When we were about half way over, the back of the car suddenly sank as though we had run over a pit covered with glass. But the speed carried the front of the car over the quicksand, and the front wheels hung on firm ground. The back of the car had sunk almost out of sight, but we yanked it out with another Dodge in which other members of the party were riding.

But for that patch of firm ground another party of explorers some millions of years hence might have found a fossilized Dodge many feet down in the sand.

Many times we staked our lives on the dependability of the Dodge Brothers cars, of which we had five. Our supplies, including gasoline and oil, were carried by a camel train which left three months ahead of us and camped a well seven hundred miles out in the desert. From this central point we made trips of one and five hundred miles into the desert, always with only one car. If anything happened to that car we would have starved to death or died of thirst in the desert. But nothing ever happened. We travelled 5,000 miles in the desert, which is equal to 25,000 miles at least on American roads, and we never had to make even the slightest repairs on our engine.

(Mr. Andrews' third article will appear next week.)

GOOD ROADS.

WHAT AMERICA HAS DONE.

The United States now has, it is announced, half a million miles of hard-surfaced roads. Twenty-five years ago, there was not a mile. Forty years ago, there were only a few miles of asphalt pavement even in cities, and there were no pavements of any sort outside of cities.

The water-bound macadam road was the best in the country, and there was little enough of that. European roads were the marvel of American travellers, by their contrast with the dust, ruts and mud to which America submitted. Even after the automobile came, American machines were all built high and awkward, to trudge the ruts, snags and bumps of American roads, while Europeans cars were hung low, for the smooth roads of their countries.

But the motor car, to everybody's surprise, sucked up the hard roads of Europe and blew them away in dust. After three thousand years of road building, they had to start even again. Now America has outbuilt the world, says a writer.

The good roads movement was a luxury desire, for the rich man's automobile, while it was still the privilege of the few, put over on the farmers the plea of moving the crops. It has turned out to surpass all the taking points, sincere or bluffs, of its original promoters.

It has made the motor vehicle the convenience of the poor rather than the luxury of the rich. It has moved more than the crops. It has abolished the isolation insanity of farmers' wives, and the "hick" verdancy of their sons. It has lessened the provincialism of city dwellers.

It has made good school accessible to everybody. It has given rural delivery of mail and newspapers. It has made fresh meat no longer a monopoly of cities. It has, in fact, transformed life, thought, culture and civilization. It has been the most startling thing of the century.

CIVIL AVIATION.

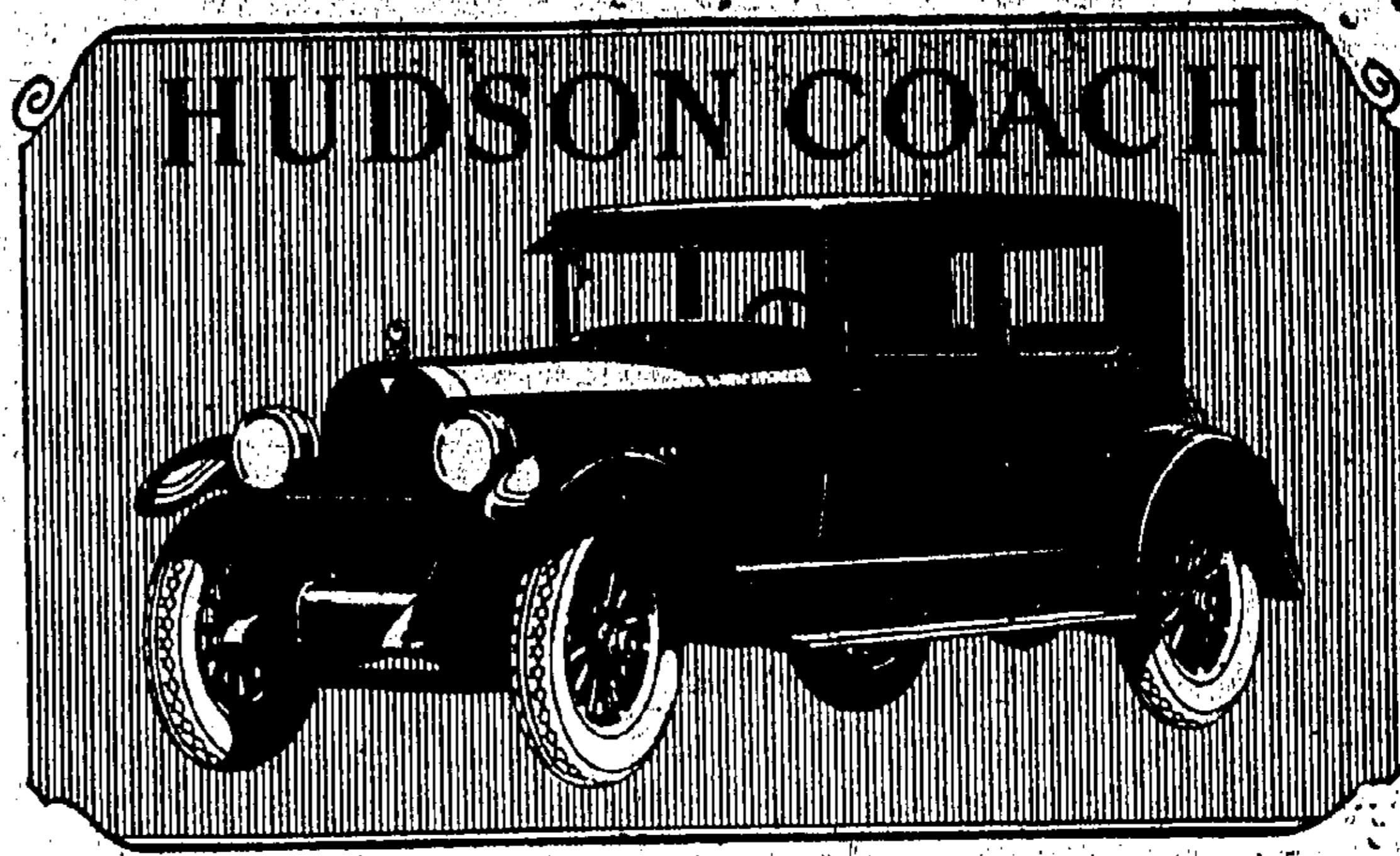
LUNCHEON IN MID AIR.

The first aerial luncheon ever given in the history of the world took place at Croydon on October 27th, when a party of twenty aviation experts sat down to a meal in the New Vicker's Rolls-Royce "Vanguard" aeroplane, which has recently been put into commission. The menu included lobster salad, veal and ham pies, chicken and ham patties, and Russian salad, followed by a selection of cold sweets and cheese, accompanied by the usual drinks.

Owing to the fine design of the machine, and the power and reliability of its motors, the function was an unqualified success, and may fairly be considered to have opened an entirely fresh chapter in the history of civil aviation.

USED CARS FILL MARKET.

The American used car market is increasing so rapidly that the trade-in deals of motor dealers are becoming less. The dealer finds that the competition in the field of used car sales is keener than in the new car market.



\$3,000

World's Greatest Values

Everyone Says It—Sales Prove It

The Super-Six principle today, as always, is the most important exclusive patent held by any automobile manufacturer. It is responsible for Hudson-Essex being the largest selling 6-cylinder cars in the world.

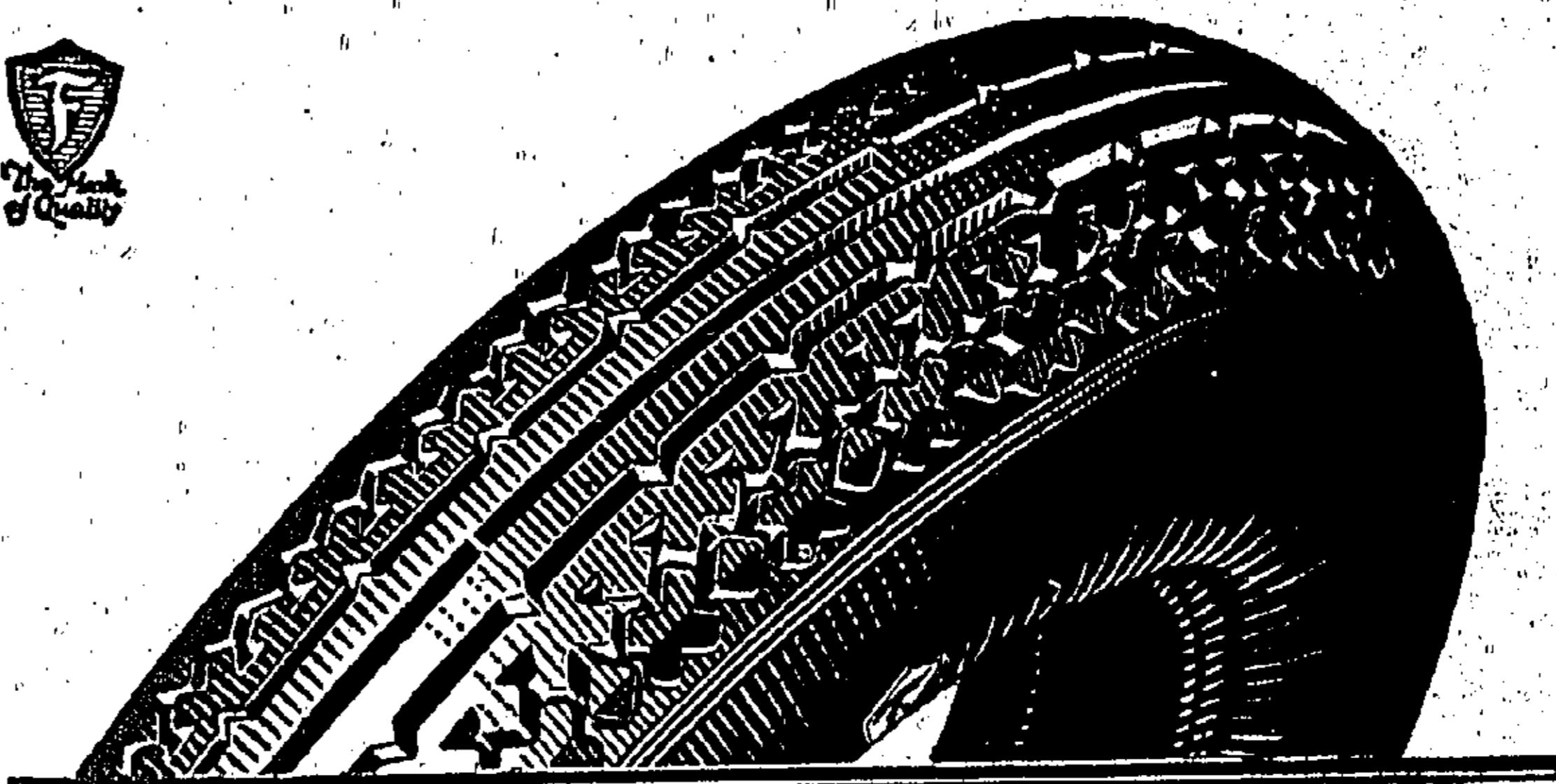
In today's Hudson and Essex, economies possible only to the largest production of 6-cylinder cars in the world, give value advantages never held by any builder. Never before was their supremacy in quality and price so outstanding.

**\$3,000 for the HUDSON
7 PASSENGER PHAETON**

Hudson Brougham	\$3,600	Essex Coach	\$2,000
Hudson 7 Passenger Sedan	\$4,000	Essex Touring	\$2,000

Hudson-Essex World's Largest Selling 6-Cylinder Cars.

THE DRAGON MOTOR CAR CO., LTD.
33, WONG NEI CHUNG ROAD
HAPPY VALLEY



Be Sure You Get Gum-Dipped Balloons

These big Full-Size Balloons give multiplied traction power—the very foundation of balloon tyke success.

Gum-Dipping insulates every fibre with rubber—and adds great strength to each cord. Real balloon tyres must have light, strong, flexible walls—Gum-Dipping gives this extra strength and flexibility.

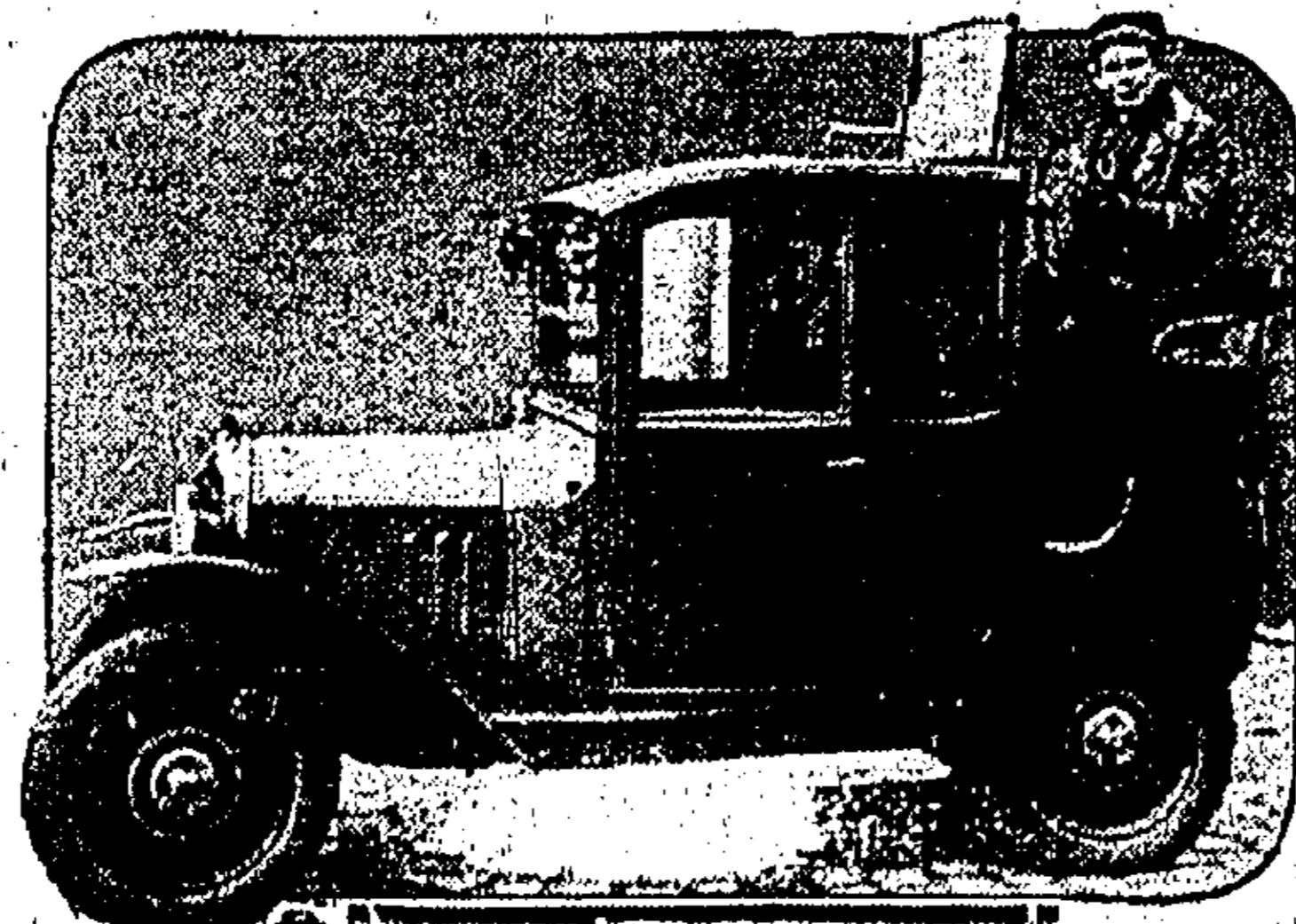
Insist upon Gum-Dipped Balloons—Full-Size!

MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS
The Dragon Motor Car Co., Ltd.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. O 1246 or 1247



This strange machine has made its appearance on the streets of Paris, and seems to be a reversion to the old type of hansom cab.

G. W. K.

THE EASIEST CAR TO DRIVE



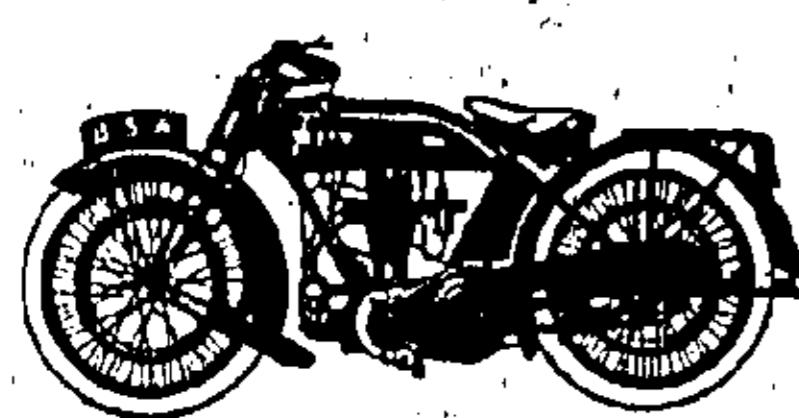
Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,650 Ready for the Road.

Full Particulars from:

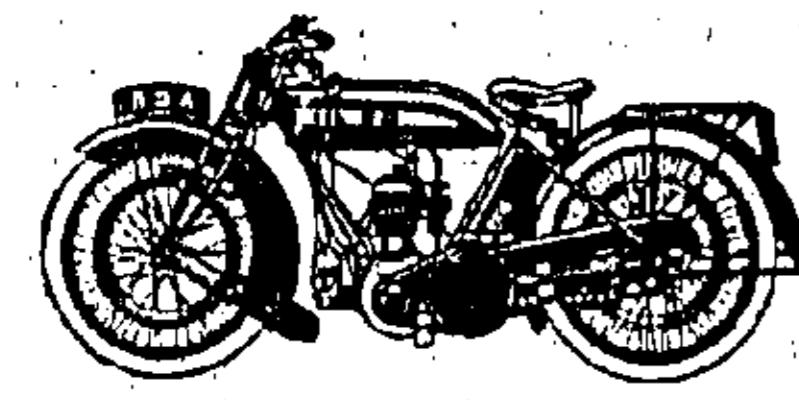
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Famous For Reliability
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Full Particulars from the
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DELIVERED BY OUR OWN
LORRIES Direct into CERTIFIED
SHELL PUMPS
IS ALWAYS THE SAME
PERFECT QUALITY AND
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The Asiatic Petroleum Co. (B.C.) Ltd
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NO GASOLINE, NO CARS.
The difficulty in getting gasoline and other automobile supplies in many parts of the Near East is the main reason for the small number of automobile sales in that territory.

Before You Advertise
COUNT THE "TELEGRAPHS"
On The Kowloon Ferry

THE PLAIN MAN AND HIS CAR.

VII.—BY WAY OF CONCLUSION.
(By E. W. F. Mills.)

It has been necessary for reasons of space to confine these articles principally to what may be called "standard" components of the car. But in this concluding article some variations from the standard will be touched on.

There are a number of possible cylinder arrangements, but the four-cylinder engine will probably hold its own for many years to come. The arrangement which runs it most closely in popularity is that known as the "straight six," i.e. six cylinders in line. The "straight six" has some advantages over the "four" in balance and turning smoothness, but it is inevitably more expensive to manufacture, and it usually necessitates more space under the bonnet by reason of its length.

Perhaps the most common arrangement in recent racing designs is the "straight eight," an engine built on these lines being capable of extremely accurate balancing (some engines of this type for track work have actually dispensed with a flywheel) and lending itself to sturdy construction. The "eight" more commonly met in touring chassis is the "V eight," the cylinders being arranged in two "banks" of four set at an angle which gives the engine a V-shape seen from the front. This engine is shorter than a "straight eight" but shorter than a "straight six," but the connecting rods of one set of cylinders must be forked where they ride over the crank pins and this makes for expensive construction. There are no "straight twelves" on any but the largest racing cars, but "V twelves" are occasionally found in racing designs and "broad-arrow twelves," i.e. twelve-cylinder engines with three banks of four cylinders set at about forty degrees to each other, are sometimes manufactured for car work on the track or adapted from aircraft for this purpose. Any engine larger than a "straight six" or a "V twelve" is difficult to accommodate in a normal chassis.

The overhead valve is rapidly coming into its own. Until the universal employment of this type of valve arrangement on aircraft engines gave designers useful data regarding special metals and alloys for valves there was a prejudice against overhead valves which prevented their obvious merits from obtaining them the popularity they deserved. For some time after they came into common use on car engines they continued to be operated by push-rods and rocker mechanism located on the cylinder heads, but now the advantages of overhead camshafts are being recognised and these are being fitted more frequently.

The modern car complete with electric lighting and an electric starter may possess three distinct electrical units—a magneto, a lighting generator and a starting motor. For this reason there has been a marked tendency to increase the capacity of the battery and dispense with the magneto altogether, using battery current in this place of the low-tension current generated by the magneto. In this case the ignition current proper is produced by a separate coil and a unit driven from the camshaft performs the functions public.

of contact breaking and distribution of the high-tension current to the sparking plugs. The "coil and distributor" system, as it is called, entails a more complicated wiring circuit, but it has the advantage that the primary current, which, in the case of a magneto depends for its strength on the speed at which the magneto is being driven, is constant as long as the battery is in good order. Some racing designs go a step further, embodying dual ignition, there being two plugs in each cylinder and each plug receiving its current from a different source. The risk of ignition failure is clearly minimised by this refinement.

The most striking variation from normal transmission design is that of the Ford. The Ford "gears" are of the "epicyclic" type, and the principal feature of this type of gear from the driver's point of view is the impossibility of causing a fracture of the parts by careless gear-changing. The gear provides two ratios forward and one reverse ratio, and all these may be "engaged" without risk of damage by merely operating the control pedal. Other points of interest about the Ford car are the ignition system and the steering "gear," but space does not permit of these being referred to here.

The overhead valves mentioned earlier in this article are invariably of orthodox type: it is their arrangement which is of interest. There are however several alternative types of valve, and of these one type deserves special mention as it is being fitted to one of the most popular cars on the market to-day. The type of valve in question is the "sleeve valve," of which there are one or two patterns differing to some extent in their operation. Certain makers employ a single sleeve, which is given a combined reciprocating and rotary motion to enable it to carry out the functions of inlet and exhaust. Other manufacturers prefer the double sleeve pattern, and it is difficult to state without comparative tests which pattern is the more satisfactory in prolonged use. The most important advantage which the sleeve type has over rival types lies in the question of silence in operation, but a further advantage is that no tiresome "grinding in" is necessary at any time.

The vast range of types and models in those types which are available to the prospective purchaser make it impossible to deal with all variations and special features, but those mentioned above will be of interest to car owners actual or potential.

Whatever period in the history of the motor movement is being considered there will always be found types of engine and chassis that are far in advance of general progress and that possess features which are slowly impressing themselves on the buying public. This series of articles have had as their objective not those cars which form the vanguard of design but those which make up the main body of the industry, those which are most likely to be passed under review by the general public.

EPITRAFFS.

Hic jacet fragments of Bill Toller,
His stud, his braces, and his collar;
His auto hit sonic dynamite—
The rest has gone aloft all right.

Beneath these ornamental stones
Lie fragments of our friend, Tom Jones.
He tried to beat an express train—
The jury's verdict:—“Late again.”

Tom, Tom, the farmer's son
Stepped on the gas, and away did run.
The tune he'll play on the harp to-day
Is “The express got in the flivver's way.”

Little Jack River sat in his divver
Watching the trees whizz by.
He thought he could pass,
So he stopped on the gas—
He's driving around now on “high.”

Little Miss Judy
Sat in her “Studey”
Looking so charming and gay.
The ac-e-lator
She mistook the brake for—
They're holding the inquest to-day.

Growth

A typical example of Graham Brothers remarkable progress in the truck industry was the month of September.

Production for this single month was 171 per cent of production for the entire year of 1925.

Astonishing growth, yet readily understood by owners, to whom Graham Brothers Trucks have brought vastly improved service simultaneously with a sharp reduction of costs.

1-Ton Chassis, \$5975. 1½ Ton Chassis, \$1,245 F.O.B.

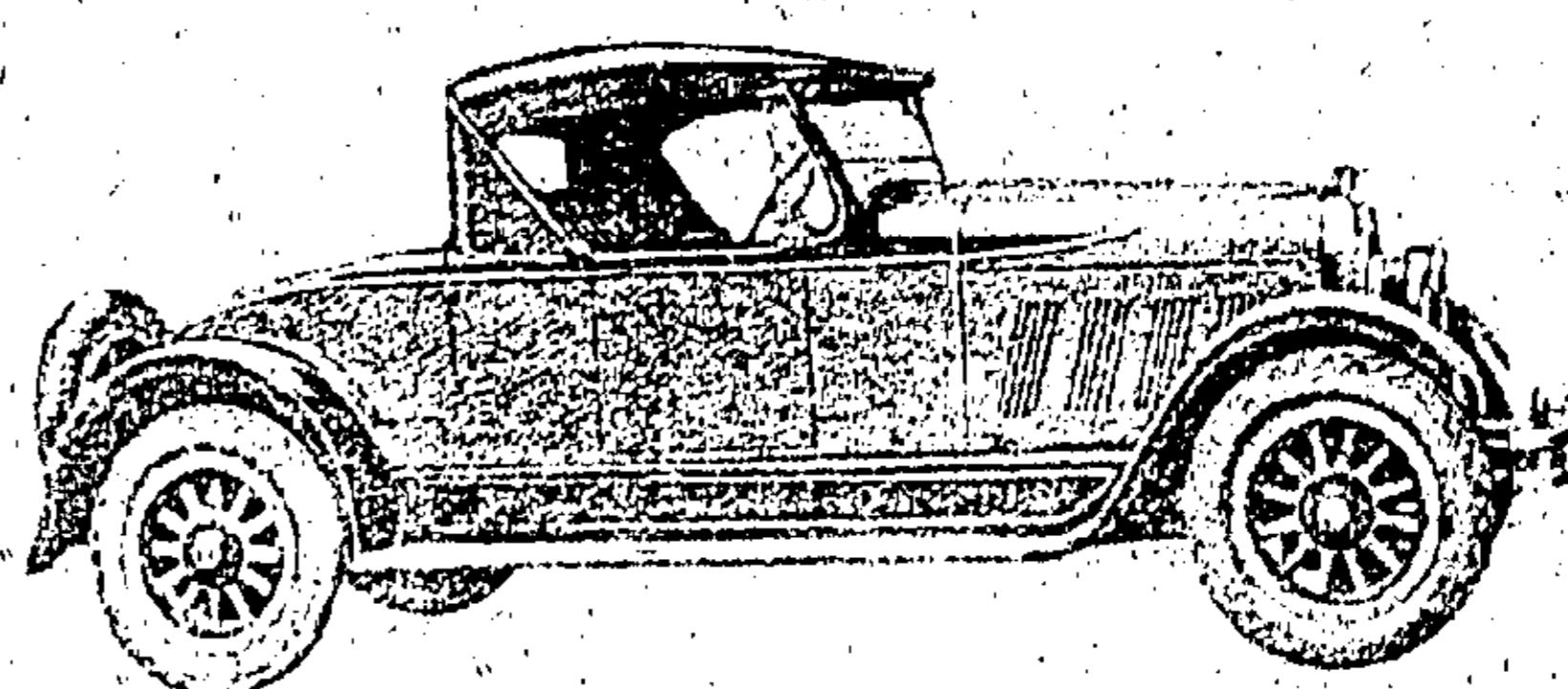
THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE

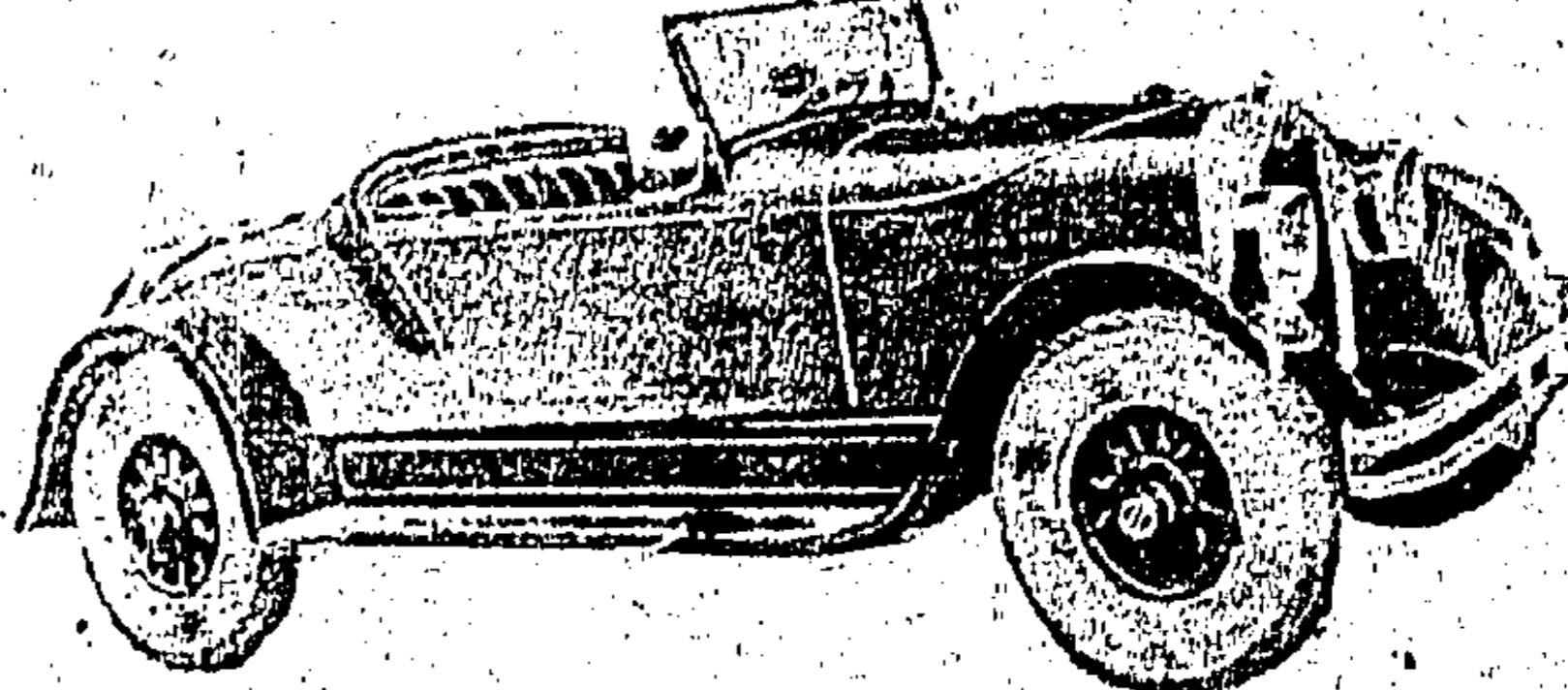
AUBURN

THE 8-88 ROADSTER



The “pleasure” car of the Auburn line. A run to the Club—Shopping tour or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pop to satisfy the most exacting demands on a real “pleasure” car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

SALE AGENTS FOR SOUTH CHINA

UNIVERSAL AUTO SUPPLY CO.

Inspect our large stock of Motor Accessories and Spare Parts.
Sole Agents for Indiana Trucks.
FIRST FLOOR ASIATIC BUILDING.

TELEPHONE C. 4915.

A THIRTY-SIX YEAR OLD MOTOR CAR.



This "horseless carriage" claims the distinction of being the oldest automobile in the United States. It is said that it was driven on the streets of Milwaukee in 1890.

MOTOR-BUS MANNERS.

CODE OF PRINCIPLES.

Minnesota is said to rank as the second State in America in the matter of motor-bus operation, and one fact alone, that from one village 1,200 children—it must be a considerable village—are taken to and from school daily by motor-buses, as the only form of transport available, would suggest that it possesses big services. The State has a motor-bus association which believe in publicity, and it has issued an interesting "code of principles" for the benefit of its staffs, and not altogether indirectly

for the benefit of the public. The drivers are urged to handle their machine intelligently, and to be courteous to passengers. It is emphasised in the connection that the little "Thank you" is the greatest of all advertising slogans, and does much to help the use of the motor-bus. The advantage of a neat personal appearance is insisted on, it is pointed out that the pedestrian has rights, that he might be a bus passenger to-morrow, and in these and other ways the publication seeks to bring about the best relations between their staffs and the public. It is an example worth following, and, moreover, it pays.

BRITISH DESIGN.

MOST ADVANCED POINT.

True to the British school of design in high-powered cars, the new single sleeve 25/70 Vauxhall, which was hailed as one of the features of the recent Olympic Show held in London, maintains its refinement in fast travelling. Its smoothness and ease of operation are appreciated in such crowded London thoroughfares as Bond Street or Piccadilly. The same smoothness is enjoyed when the car is being driven at high speed on a long main road journey.

STREETS TO BE MORE CROWDED.

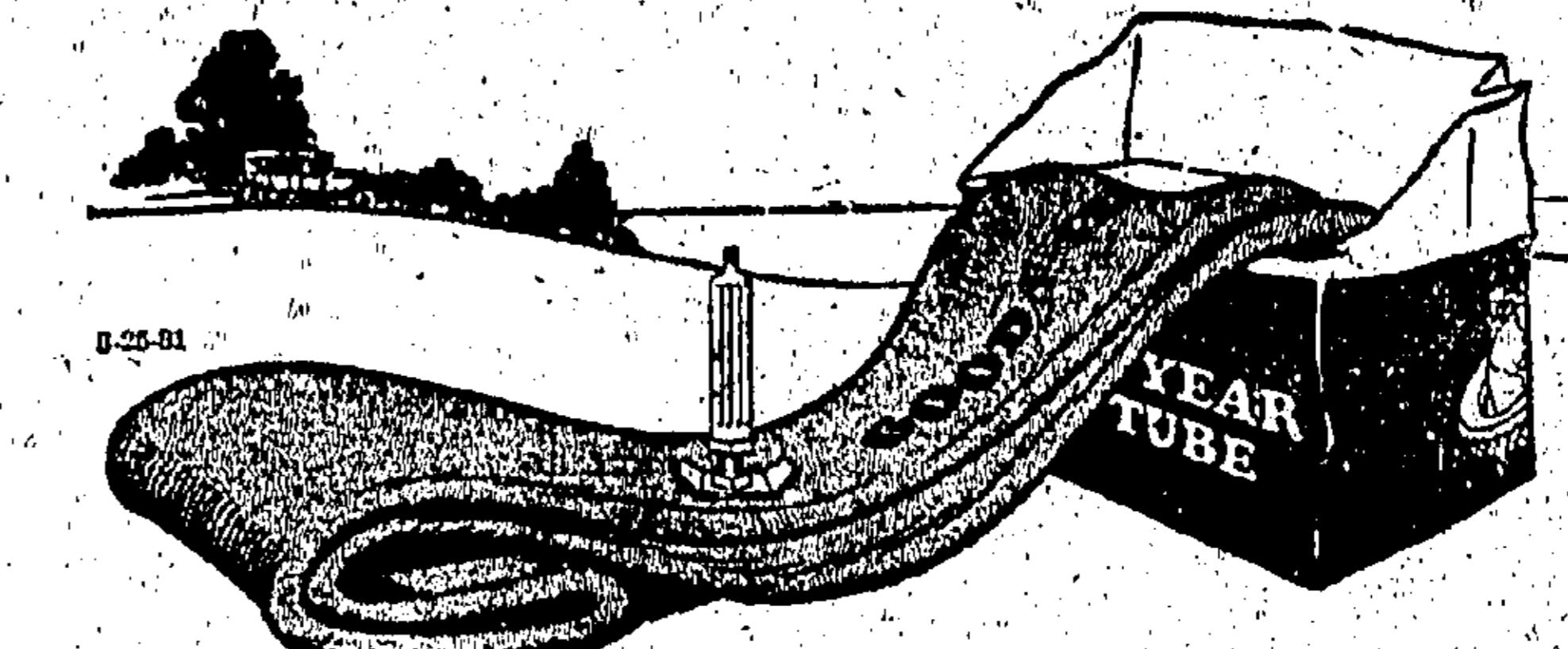
HEALTHY TRADE OUTLOOK.

Sir Henry Maybury is credited with forecasting an increase of no fewer than 500,000 motor vehicles in Great Britain next year. It is a big increase, and it would be interesting to know the data on which the forecast is founded. We are certainly on the up-grade, but the advance up to now has not been so rapid as these figures indicate. Taking the principal type of motor vehicles, and motor hackneys—there were registered on November 30, 1924, a total of 1,268,321. Six months later the Ministry of Transport's returns showed that of the same types there were registered 1,360,336, an increase in six months of 152,036. Since then there has been a large addition of cars and of motorcycles, and doubtless of commercial vehicles, but the total increase is not likely to reach 100,000. With a continued improvement in industry we shall find a big growth in all these types of motor vehicles, for which better commercial conditions there will be a demand for more cars and cycles, and the need for more commercial vehicles will be imperative. If the increase does reach this half-million, then trade is in a better state than we are led to imagine.

EARLY TEST.

Twenty years ago national interest was aroused by announcement that an attempt would be made to drive autos to the summit of Pikes Peak, U.S.A. This was to demonstrate that a motor car could negotiate any road that a horse and wagon could travel.

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COUNT THE "TELEGRAPHHS"
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An Expensive Thought—
"A Tube is a Tube"

Too many motorists think "a tube is a tube." They do not realize that a poor inner tube, though its cost is relatively slight, can become the most expensive part of the tire equipment.

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\$965.00

(Self-Starter \$125.00 extra)

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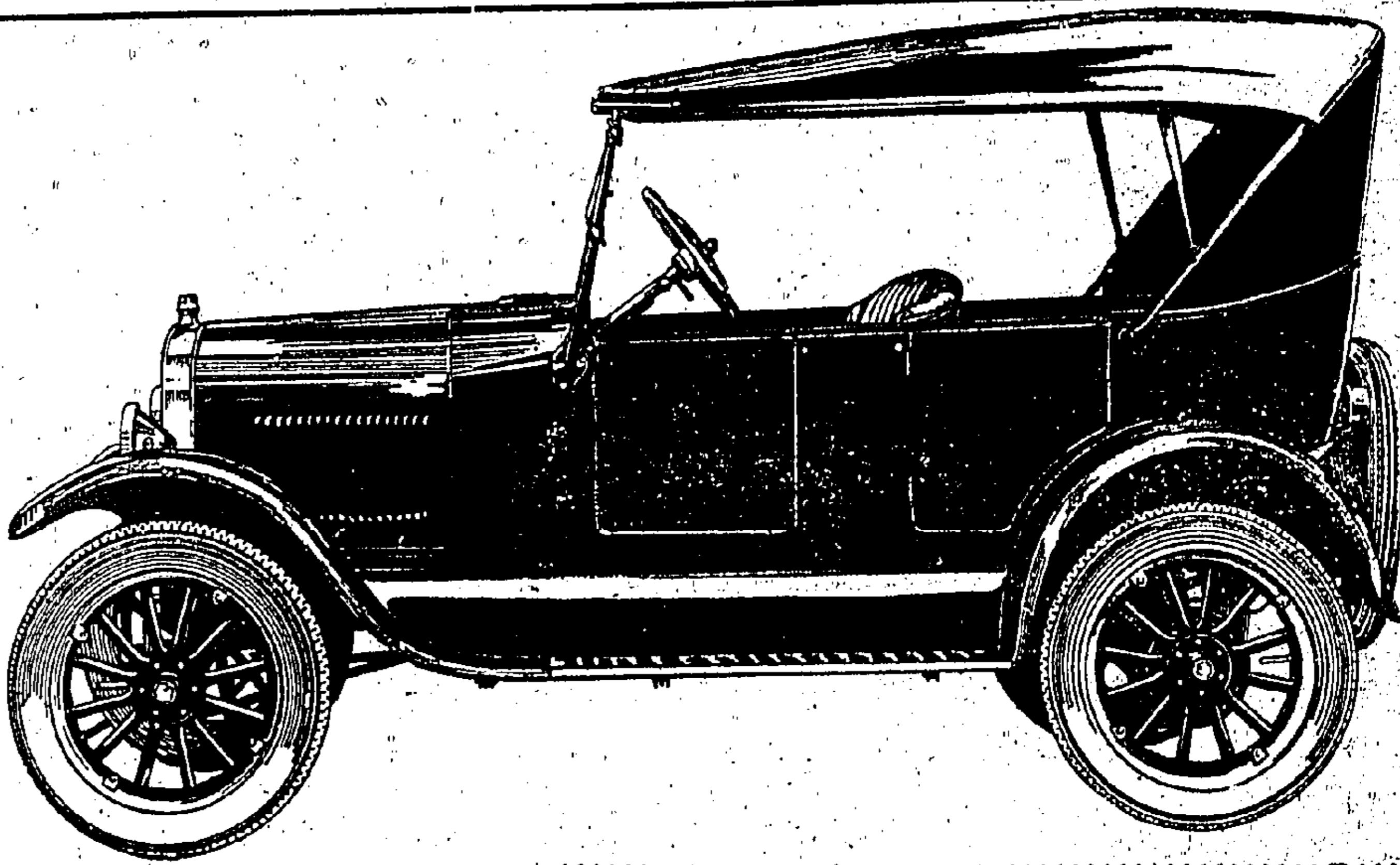
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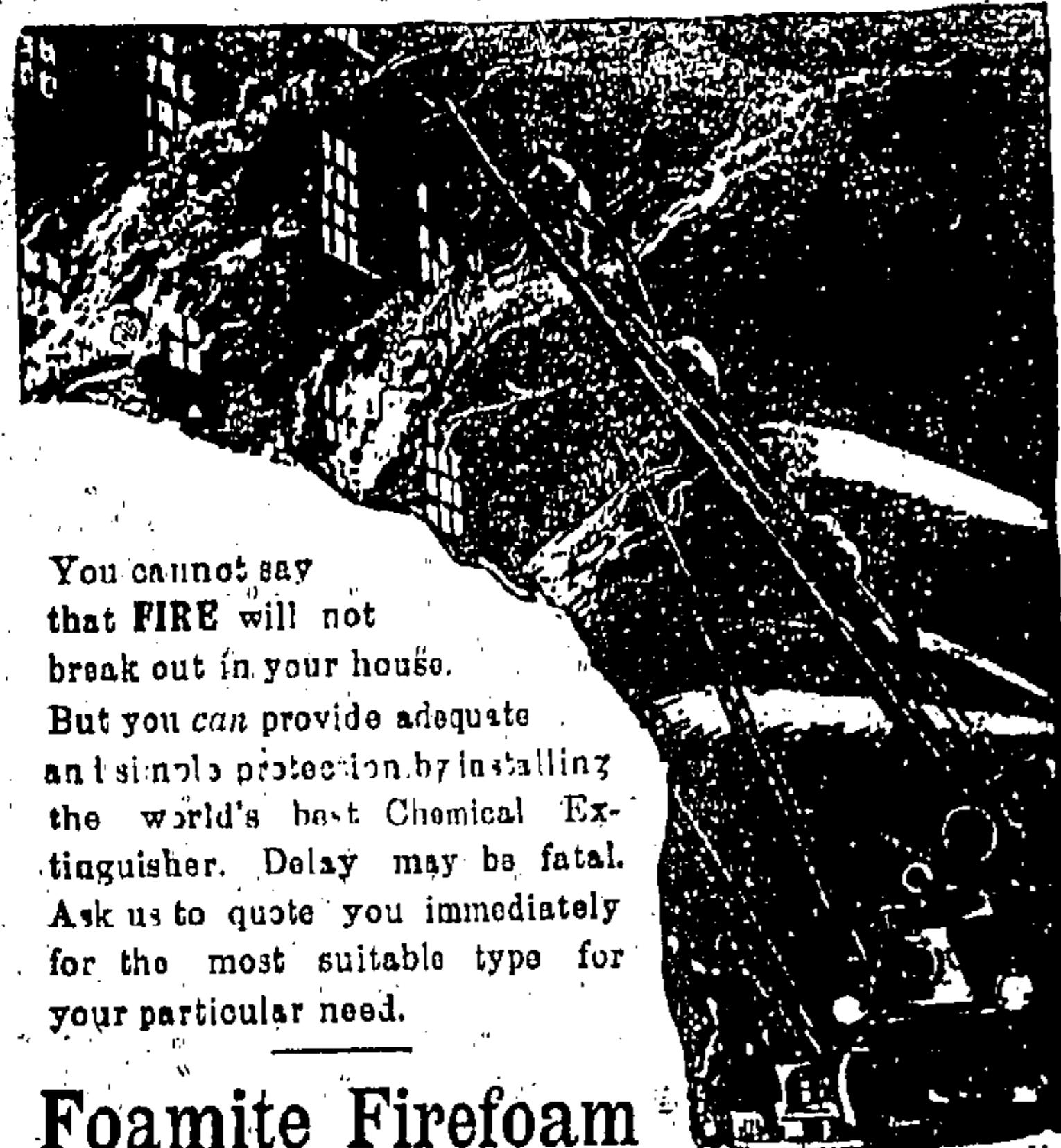
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The extent to which Electric Heat can be used with economy varies in different districts.

Electric Heating and Cooking are developing rapidly and all the time becoming cheaper in consequence of the increasing demand.

ELECTRICITY is made from coal, often too poor in quality for any other use.

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National Interests will NOT be endangered by the wider use of that universal carrier of Light, Heat and Power.

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BRITISH TRADE IN CHINA.

HOW IT IS BEING LOST.

Sir Percival Phillips, the Special Correspondent of the *Daily Mail* who has been making a tour of China to investigate political and commercial conditions, wrote from Shanghai:

Manufacturers in Great Britain may resent a candid survey of their interests in the Far East as being too much like an obituary of British industry. It is well, however, that they should know the opinion of trade experts here concerning defects which have helped to stimulate foreign competition abroad at the expense of workers at home.

We are losing the three markets which in the past have been peculiarly British—textiles, machinery, and metals. Price-cutting is the chief weapon used against British commercial supremacy in China.

We have been under-quoted as much as 25 per cent. on recent contracts, which have gone to Continental, Japanese, and American firms. The internal development of China has been checked by civil war, but, despite the obstacles imposed by continual unrest, and the deprivations of armed forces, some of which are little better than massed brigades, improvements are still going forward on Western lines. Great Britain is not sharing in this business to the extent she would have done in pre-war days.

INDIFFERENCE.

Contracts were recently lost to British firms for railway equipment, locomotives, wagons, rails, and bridge. Germany, Belgium, and the United States divided the plums between them. Electric plants in Hangchow, Chinkiang, and Kwangtung, an electric and water-ways system in Hankow, and tramway systems in Peking and Mukden are being constructed by non-British firms.

It is true that British goods still predominate in many branches of the machinery industry, but the upward trend of foreign imports cannot be ignored.

The high cost of production in Great Britain is not the sole reason for this decline in her Chinatrade. British agents here are unanimous in their criticism of certain shortcomings on the part of manufacturers. The latter still show indifference to the special needs of the Chinese. They have reluctantly, I am told—modified the traditional attitude in offering their wares to "take them or leave them," but even to-day the inflexibility of industry, as compared with the adaptability of Continental and American firms, is a matter of strong comment.

AGENTS BADLY EQUIPPED.

Moreover, foreign competitors work under better marketing conditions. There is closer liaison between the merchant and manufacturer. Continental and American houses maintain staffs of technical engineers in China solely to develop their interests. British firms, on the other hand, are inclined to put the financial burden of such a staff upon the local representatives.

Another complaint made to me is that British manufacturers do not place sufficient data at the disposal of their agents. Foreign competitors maintain an efficient and expensive commercial intelligence service. They are in touch through paid foreign and Chinese local representatives with the parts of the interior.

Foreign trade catalogues are far ahead of British catalogues. The outlay in this respect is in many cases very large. Japan, of course, is in a favoured position by reason of her proximity, and her manufacturers are concentrating with characteristic energy and astuteness on strengthening their hold on the Chinese machinery and market just as they have done in the textile trade. American special agents are more in evidence. The ubiquitous German is again spreading himself, slowly but surely, over the map of China.

OUR GOODS PREFERRED.

British industry must accept these facts. The handicap of high prices may be a serious bar to regaining our predominant position in the Far East, but much can be done by better organisation, greater keenness, greater elasticity in negotiating business, and closer touch with Chinese interests. There is still a strong preference here for British goods of all kinds, despite the artificial agitation of Young China based on political grievances.

Unfortunately, sentiment, cannot long prevail over the sound argument of economy. Purse-

VALUE OF ADVERTISING.

COSMETIC TRADE CITED.

It pays to advertise. Mr. Hoover says that the American people spend ten dollars on cosmetics to one on scientific research. Naturally, Science does not advertise.

Cosmetics were driven into the advertising field by a peculiar circumstance. Medical advertising got so bad that the better magazines cut it out entirely, and the newspapers, if they did not all refuse it, put it under increasingly stringent limitations. The medicine business had consisted very incidentally of formulas and factories to manufacture them. It had consisted almost entirely of advertising.

It was easy to scrap the laboratories and sales organizations. But the advertising departments had to find a job. So they began demanding, "just what do you mean by medicine?" If the answer was "anything remedial that goes inside," they promptly started something that went outside. Hence the flood of cosmetics.

The vogue of the movie actresses helped. If the movie queen had to make up, to photograph correctly, her imitator did the same thing, in the revealing light of day. So everybody bought something to make her beautiful. And it costs ten times more than the entire investment in human progress.

Strings have been tightened by prolonged unrest. It cannot be denied that British prestige generally is affected by the decay in British trade. The Chinese are becoming accustomed to the half-apologetic explanations of unsuccessful applicants for business, and it is quite natural that they should conclude eventually that our power is waning industrially as well as politically.

I have discussed these unpleasant truths with responsible members of the British community, and they agree that a greater effort should be made at home to regain our former position in the markets of China. Workers as well as employers should realise that the heavy cost of production is helping strongly to strangle British trade.

SIR RONALD ROSS.

TO MAKE OBSERVATIONS IN CEYLON.

Sir Ronald Ross, the famous malarialogist, arrived in Ceylon on the Bibby liner *Yorkshire* on Monday, Jan. 4. Interviewed at the Galle Face Hotel by a *Times of Ceylon* representative shortly after coming ashore, Sir Ronald said he had very little to say regarding his visit to Ceylon. His principal object in coming to the Island was just to make observations. He did not know exactly how long he would stay in the Island, but at any rate, his visit would only be of some weeks' duration. He would have to return to England for the official opening of the Ross Institute and Hospital of Tropical Diseases, Putney Heath, London, in May. He did not know what his programme would be during his visit until he had met representatives of the planters.

Asked if he had been commissioned by any body in Ceylon to visit the Island, Sir Ronald said he had not, but he had come out on behalf of the Ross Institute. His health had not been good, and he thought the trip to Ceylon would improve it, besides giving him first-hand knowledge of present day conditions in the Island in regard to malaria. He would visit malarial districts and report as to what could be there.

In reply to a question Sir Ronald said he believed there was a good deal of malaria in parts of the Island, although Colombo was practically free of it. He had been much struck during the short time he had been in the city with the many improvements that had been effected in its appearance. The last time he had been in Colombo electric fans were unknown, and hotel accommodation was nothing like what it was now.

Sir Ronald stated that the Institute in London which bore his name had now been opened about a month, but the official opening would not take place until May. The Institute would be carried on for the purpose of investigation, and not for teaching. Ceylon had contributed handsomely towards its foundation.

"EVERY MILE A PICTURE."



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Cigarettes



R. E. Stevenson wrote:

"The best we find in our travels is an honest friend."

When you meet one offer him a

"Three Castles"

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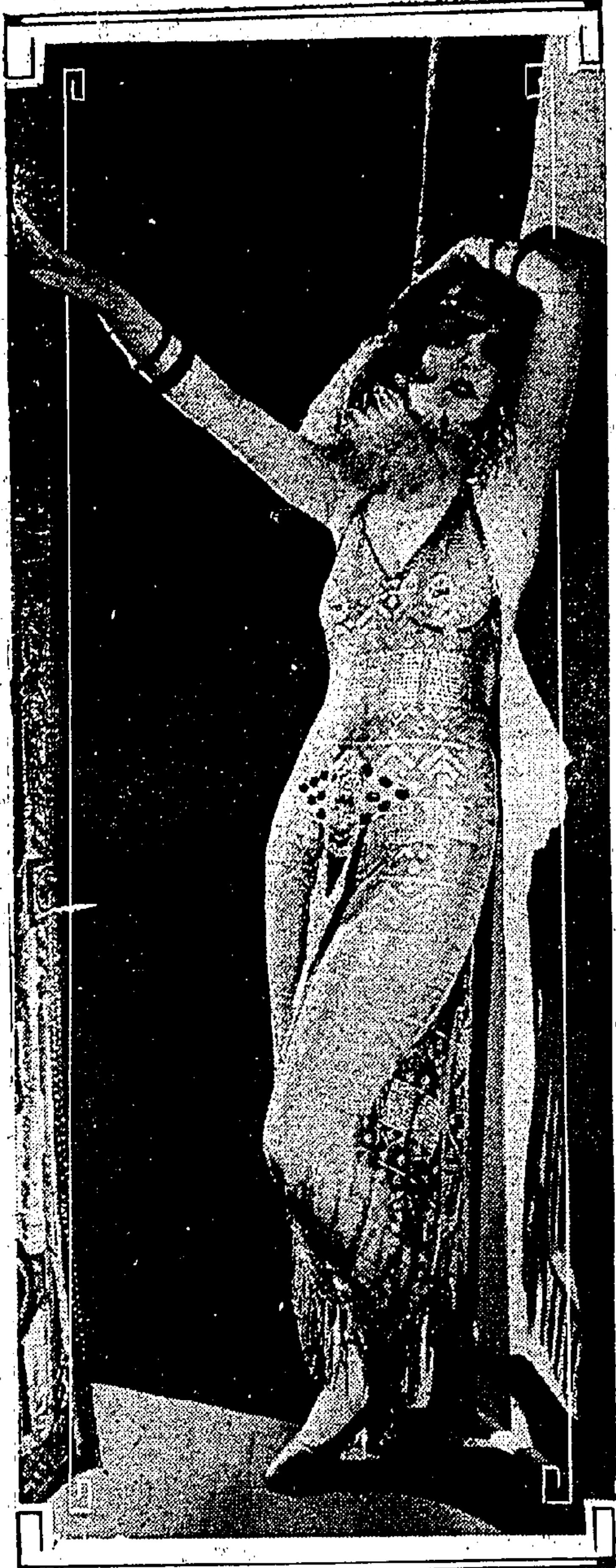
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WOMEN'S INTERESTS

LACTOGEN
CONTAINS ALL BODY-BUILDING ELEMENTS ESSENTIAL TO BABY'S GROWTH AND DEVELOPMENT



Pictured above is Miss Clara Bow of the *Ju-Jus*, who is to be married shortly to Donald Keigh.

A NEW LINEN CUPBOARD.

Every housewife would like to take a pride in her linen, but in many small houses and most tiny flats there is no proper linen cupboard. To meet such a situation there recently has been placed on the market a nicely designed linen cupboard in oak or mahogany. It is 3ft. wide and 4ft. high, with double doors, so that it has the appearance of a miniature wardrobe. It has three sliding trays so that it is a very easy matter to sort out the contents. It is an attractive as well as a useful piece of furniture, and could very well find a place in sitting-room, bedroom, hall or landing in a house where there is space for only one.

A NATTY LITTLE HAT.



This smart hat is of soft coral felt with an upturned rim and a faille ribbon trimming of deeper coral tone.

THREE USEFUL EXERCISES.

Physical exercises are as essential to beauty as to health. Practise these three:

First Exercise.—Stand erect, feet together, shoulders well back, hands on hips, and knees rigid. Then twist the upper part of the body to the right, swinging it as far as it will go; swing back again very slowly, then twist to left. This is an excellent exercise for reducing the hips.

Second Exercise.—Stand erect, feet together, arms over head. Bend the body, from the waist, to the right as far as it will go, then raise it to original position and bend to the left. Rise and repeat. This exercise will make the waist slim and supple, and should be practised very slowly.

Third Exercise.—Crouch down with the knees bent and arms bent till almost sitting on the floor. Then spring upwards, straightening the legs and raising the arms, and stand on tip-toe trying to reach up as high as you can. Practise this exercise quickly, counting one as you crouch, two as you spring upwards, and three as you rise on your toes.

BALLOON ETIQUETTE.

There are faint signs that a certain amount of increased formality is returning to our ball-rooms. Much of this was abandoned during the war, and it looks as if we shall never go beyond a certain point in our return to it.

For instance, while gloves may be carried by men at private dances, they are not absolutely "de rigueur." In fact, there are still far more dancers dispensing with them than using them.

Full evening dress for men seems if anything to be slightly on the increase at clubs and hotels. At private dances it should always be worn, but here again, especially among the younger set, the rule is not absolute.

The question of dancing partners seems to be tightening up a little. Introductions now are not quite so freely made without resort to the hostess or third-party. There is less self assertion. Greater attention is being paid to ceremony and detail. In fact, our manners are improving. Dances nowadays are not so "slapdash."

Generally speaking, ballroom etiquette has by no means reached alarming heights of orthodoxy, but a quiet atmosphere prevails, the niceties of behaviour are being a little more strictly observed, and an infiltration of refinement is slowly sinking into the surface of our ballroom customs.

ON SERVING WINE.

Never serve sweet wine with the meat course, nor red wine or spirits with shell fish. Oysters demand a light white wine. White wine need not be iced in cold weather, but it should be cooled by having a wet cloth placed around the bottle and stood in a draught.

Red wine must be served the temperature of a warm room, and so for an hour or two before the meal stand it in a warm corner near the fire.

Wrap a cloth around the neck of the bottle in drawing a cork. If it is exceptionally hard to draw, place a hot wet cloth around the neck to help matters.

Badly corked wine will smell offensively, or if slightly corked, will taste mouldy. A few bits of cork falling in on opening will not affect the wine. Nevertheless, to prevent such pieces from going into a guest's glass, always observe the little etiquette of pouring a tiny drop first into the glass of the host, and then passing on to that of the guest.

See that your wine glasses are thin, and do not fill them to the brim.

WHEN WASHING CHINA.

When washing valuable china it is a good plan to place a thick piece of cloth at the bottom of the pan, for by so doing the danger of chipping is avoided.

If much washing-up has to be done and the hands are inclined to be sensitive, borax can well be used instead of soda for softening the water, as it is not so strong in its action.

ORIGINAL.



The new gowns are cut very low in the back, and fairly high in front, so the newest necklaces show up to better advantage if they are worn with the ornament in the back rather than in the front, after the manner of this sketch.

SOMETHING NEW IN PETTICOATS.

Manufacturers in these days are very quick to follow feminine fads. Few women care for the "in-at-the-waist" petticoat, preferring the cami-petticoat, which better suits the silhouette of the moment. But there was one drawback, inasmuch as it is in better taste to wear an underskirt that matches or tones with the dark dress of winter.

To meet this situation the latest petticoats are made of two materials. The straight cami top, or alternatively that with a rounded neck and fitted armholes, is made of Jap silk or schappe or taffetas. The cami top is easily detachable, so that it may be laundered and then replaced. This is a useful combination garment that will appeal to many.

A NEW IDEA.



Fashion turns her back to show her new idea of trimming a frock. The front of the deep V neck is round and rather narrower than the bands that outline the V at the back. Brown velvet and brown lace are used as trimming, very effectively.

See that your wine glasses are thin, and do not fill them to the brim.

SEEN IN THE STORES.

A useful fitting for the small hall, where there is no room for an ordinary hat stand or hanging cupboard, is in the form of an upright support, fitted with cross-bars, each holding two pegs at either end. There are three bars, so that hooks are provided for a dozen hats. There is also room for a dozen coats. With the clothes thus distributed in a vertical line down the wall, much less space is occupied than in the ordinary method of a line of hooks.

Economy of time and effort is effected by the use of the newest kind of egg beater. All that is required is to push the knob at the top. After reaching the lowest position it springs back again, and, of course, is then pressed down again. In use this is a smooth movement, and very quickly accomplishes the work in hand. It is invaluable for whipping cream and beating batter.

Those people who collect and are proud of their candlesticks will be interested in some new and beautiful candles which are reproductions of Mikado specimens of old carved ivory. Their deep tone and lovely design are particularly suited to brass and powder ware.

FOUR HINTS ON "MAKING UP."

"Make-up," to be successful must be artistic. Powder, rouge and lip-stick must be chosen with due regard to the natural colouring of the user and applied with the hand of an artist.

If a vanishing cream is used, be sparing with it and see that it is rubbed lightly, but very smoothly, into the skin. If too much is put on the face it "gives" and makes the complexion appear patchy.

Have your complexion powder in two shades, one in a cream or naturelle, according to your own colouring, and the other a rachelle or "ochre." This second shade should be applied to the nose after the face has been powdered with the lighter coloured powder. It will prevent the nose having that dead white appearance, as if it had been dipped in flour-bin, which one so often notices on badly made-up faces.

Whether a grease or powder rouge is applied it must be carefully shaded into the powder at the edges so that no hard lines are noticeable. Apply the rouge pad, or piece of cotton wool, dipped in the rouge, high on the cheek bone and shade it downwards towards the middle of the cheek. Then take a piece of fresh cotton wool and rub around the edges, lightly rubbing from the rouge towards the cheeks.

The appearance of the eyes can be much improved if a touch of cosmetic is given to the lashes and a powder, to suit the colour of the eyes is applied very lightly to the upper lid and the sides of the lower. A little fine shading at the corners of the eyes not only makes them look larger but gives them depth and softness, especially under artificial light.

THIS WEEK'S RECIPE.

BAKED CHEESE SANDWICHES.

Eight slices bread, $\frac{1}{2}$ pound cheese, 2 cups milk, 3 tablespoons butter, 2 eggs, 2 teaspoon salt, $\frac{1}{2}$ teaspoon mustard, $\frac{1}{2}$ teaspoon paprika.

Cut cheese in thin slices. Butter bread lightly and make sandwiches filled with cheese. Arrange in a shallow baking dish. Beat eggs slightly, and milk and seasonings and pour over sandwiches. Bake in a moderately hot oven until a golden brown. Serve at once.

Pickles should be served with this dish if planned for grown persons.

FASHION NOTES.

The bright red handbag is to be seen in pouch or envelope shape, and frequently has an oddly-shaped monogram in one corner.

The tendency to combine many coloured stones in one piece is exemplified at its best by a marvellous pendant of sapphires, diamonds and emeralds.



These frocks owe their distinction to their perfection of line.

POPULARITY OF LACE.

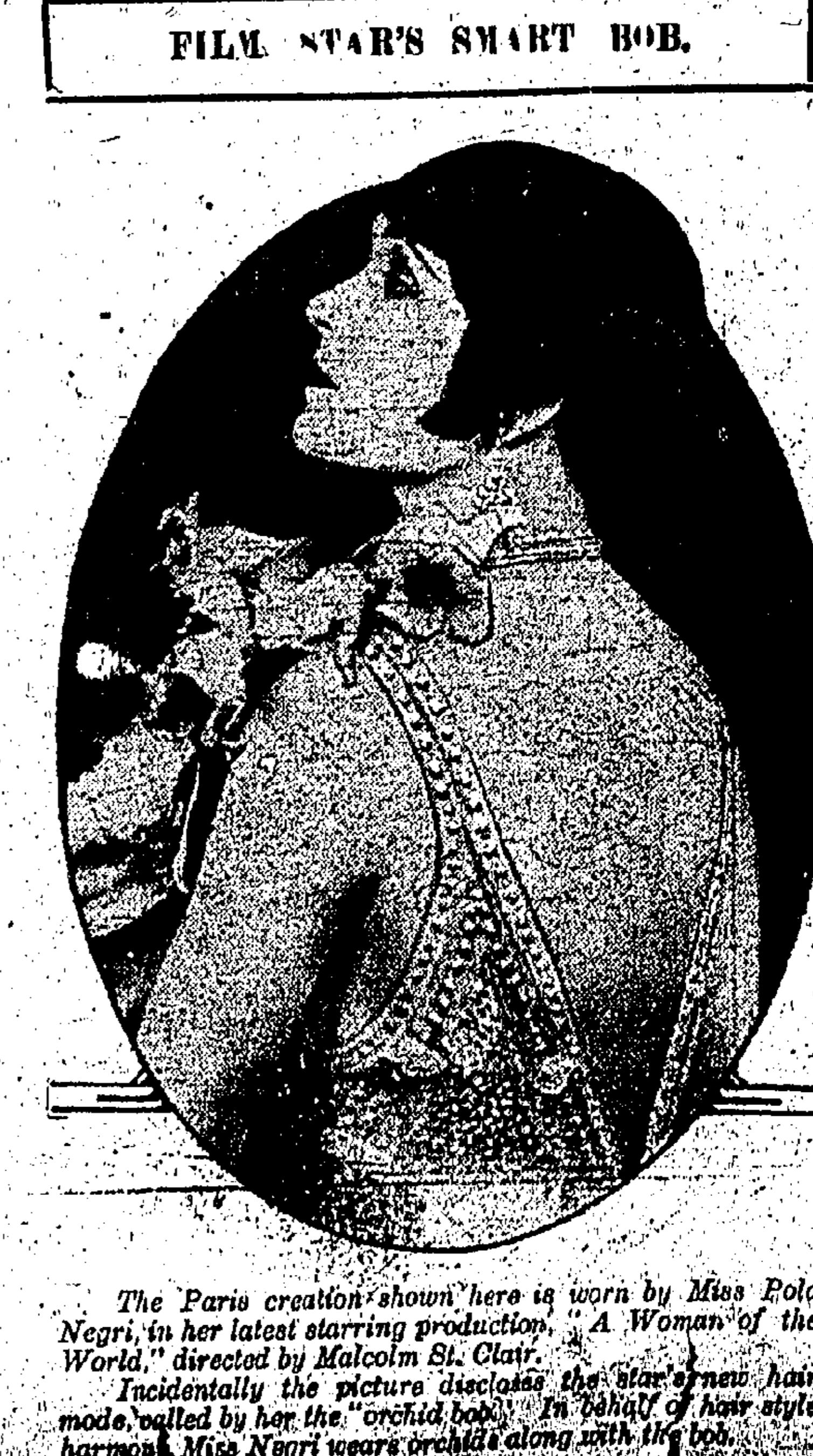
Last season dyed laces were introduced and became very popular for afternoon wear, but should always be kept on trees. They can, too, with advantage be made very little headway for evening. This season metal laces were brought out in much softer weaves and more interesting patterns than before, and they are growing in popularity.

Gold or silver lace, in the light weaves, gives a very rich effect, and brightened with colourful flowers of vivid satin or velvet, it makes an exceedingly youthful combination as well.

Debutantes and the younger set very much prefer the metal laces to the metal fabrics or brocades, that are harder and more lustrous and more mature in feeling.

And now, metal laces and dyed laces having successfully fought for their position, the rest of the lace family is staging a comeback even in white, ecru and the natural lace tints.

I KNOW.



The Paris creation shown here is worn by Miss Pola Negri, in her latest starring production, "A Woman of the World," directed by Malcolm St. Clair.

Incidentally the picture discloses the state of new hair mode, called by her the "orchid bob." In behalf of hair stylists, Miss Negri wears it with alacrity with the top.

FILM STAR'S SMART BOB.





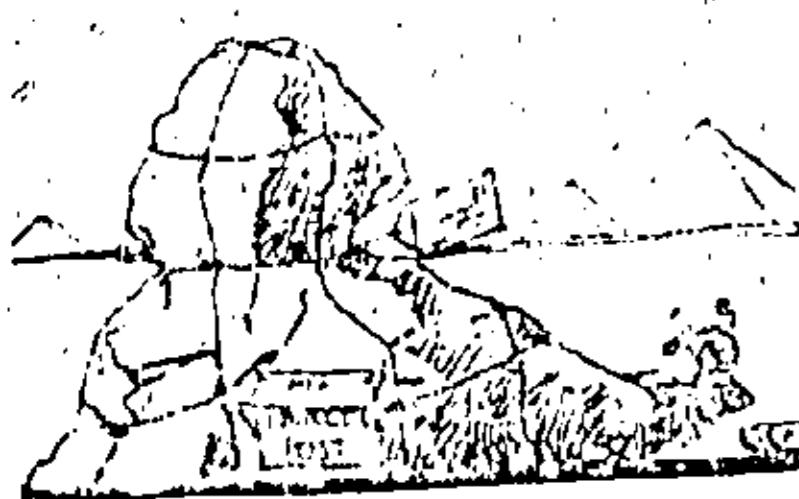
Courage, brave hearts! It's an ill wind that has no silver lining, and to-day I have tidings of comfort and joy for you. In spite of the lugubrious prediction of the learned dramatic critic whose words I quoted last week; in spite of the moving and eloquent elegy I penned; I find that Christmas pantomime is not so dead as I have been led to infer. At any rate, no Coronet will sit on the corpse this year. I learn, for example, that Liverpool has come to the rescue and is administering restoratives and artificial respiration and things to the Sleeping Beauty, and as a token of my gratitude to that esteemed City for its help in seeking to keep alive one of our oldest and most honoured Christmas institutions I will present a bar of solid Everton toffee to every member of the audience on Boxing Night whose surname commences with an X or a diphthong. The only stipulation I make is that each name must be sent to me pencilled on the back of a Treasury note.

POEMS ON PROMINENT PERSONAGES.

Mr. Charlie Chaplin.

In you, great little king of Hollywood,
We boast not merely one bright
shining "star."
But, in the varying facets of
your mood,
The Constellation of the Cinema,
May that bright galaxy never
cease to shed
Its glory over Moviedom's
domain!
Long may the Chaplin lights
shine overhead!
And may we never witness
Charles's "waner!"

You will, I feel sure, regret to learn that on the very eve of his departure for Egypt, Professor Pfifflinger Rottenbleiter was seized with a severe attack of hiccups, brought about by imbibing too many hock-cups, and was obliged to cancel all his arrangements. However, so keen are the Egyptologists and archeologists to obtain the Professor's report on the crack in the Sphinx's back that schemes are being discussed



for digging up the Sphinx and posting it to the Professor for examination in his private Sphinx-testing laboratory at Pottsausend. But a little bitch has arisen. Hundreds of tourists have gone to Egypt this winter at considerable expense for the purpose of carving their initials on the historic monument, and headed by Wilbur C. Bunkelheim of Cincinnati and Abe Q. Squirt of Medicine Hat, are vigorously protesting against the suggested removal. The matter is still being keenly debated by the interested parties, but it seems to me that the logical way out of the impasse would be to send only the crack to the Professor and leave the rest of the Sphinx in *situ*.

A doctor has been defending pillion-riding on the ground that there is nothing better for stimulating a sluggish liver. Very well then—

DISARMAMENT.

WHY THE CONFERENCE IS DELAYED.

Rugby, Feb. 5.

Questioned in Parliament regarding the reason for the proposed postponement of the preliminary Disarmament Conference at Geneva, Mr. Locker Lampson, Under-Secretary for Foreign Affairs, said that definite notice of postponement had not yet been received by the British Government, but it was probably only a matter of days before it would come to

O, who will o'er the downs so free?
O, who will with me ride?
O, who will up behind O'me,
And shake up her inside?"
Her father he may foam at jaw,
Her mother shake at knee;
But what care I so that I set
My true love's liver free?

We may collide with hard kerbside
In venturing a swerve;
We may go flop right through a shop,
Or sideslip round a curve.
May p'raps fall off and die,
She'll owe her liver's healthiness
Entirely to me!

According to Dr. Donald Tressler, of the Mellon Institute of Physical Research, Pittsburgh, fits of bad temper, laziness, and pessimism may be avoided by eating fish regularly. Eager to learn how far Dr. Tressler was correct in his statement, I have been experimenting all this past week along the lines he has indicated. A few days ago the rate-collector called for the third time of asking, and as I felt my customary fit of ill-temper coming along I kept the fellow waiting while I unpicked and swallowed a pint of winkles. The result was astonishing. Barely had I despatched the last winkle ere I found myself pressing a bag of money into the collector's hand and urging him to come again soon and take away some more.

The following day I had the toothache and lost my umbrella, but did I give way to that morbid feeling of pessimism I sensed creeping over me? No. I went straight out and had four dozen oysters and a couple



of bottles of champagne, and on my way home I was so confoundedly happy that I gave away all my cigarette-pictures to a policeman.

I cannot say what effect fish-eating has on laziness, as the last two mornings the eels have slid off the bed, and I have felt much too cosy and languid to get up and chase them. I must order a halibut.

SOCIETY NOTES.

Mrs. Motherleigh Careford proposes to spend the summer with her married daughter, Mrs. Newleigh Wedderburn. Mr. Newleigh Wedderburn proposes to spend Christmas at his Club.

Amongst forthcoming debutantes will be Lord Hardupps youngest daughter, the Hon. Klepto Mainyear. She will come out next month—the remainder of her sentence having been remitted for good conduct!

Major Bloodstone Gore leaves England on a big-game shooting trip on Monday. The same day another distinguished officer, Captain Stonor Brokeham, leaves England on moon-shooting trip.

The many admirers of Miss Lotta Lymelyght will be disappointed to hear that the breach-of-promise action instituted by her against young Lord Loosootie has been tactlessly settled out of Court by interfering friends.

hang, in view of the request put forward by a number of governments who were members of the Council of the League.

In reply to an inquiry from the Secretary-General of the League the British Government had intimated that in view of the general desire for postponement they did not propose to raise an objection.

As regards the reason for the postponement he could not speak with authority, but he believed it to be their wish that Germany should take part in the conference as a member of the League, and that by the short delay to enable this, the participation of Russia might be the reward.—*British Wireless.*

HOCKEY NOTES.

SAILORS WIN DOUBLE HONOUR.

(BY OBSERVER.)

On Monday the final game in the United Services League, for the silver shield, was played off at the U.S.R.C. ground, when the finalists were H.M.S. Hawkins, and the submarines. The game ended in a big victory for the former, by six goals to one, and they are to be congratulated on the sound form they showed, which enabled them to play a winning game throughout. After the Subs had obtained such a big win in their first encounter in this competition when they put paid to the account of the Royal Artillery, by a margin of eight goals, it is somewhat surprising that they should go down so heavily to the Hawkins. There was a noticeable lack of combination in their play, and the occasions when they made promising headway was usually by means of bright individual play, and had it not been for the stubborn resistance offered by the opposing defence, several likely shots might have found the net.

The sailors have played some hockey during the present season, and now hold both the "Sim" shield, and the League shield, although they have had to fight strenuously for the double honour. If they sustain their good form next season, the Club and Army will find it no easy matter to prevent them from repeating the performance.

CLUB'S BIG VICTORY.

The Hawkins second eleven came in for a sound beating at the hands of the Club team, when the latter won by seven goals to nil at the Marina ground, Kowloon on Tuesday. A week previously the same teams had met when the Hawkins ran out victors by seven goals to three, and in that match it must be admitted the Club played fair below their usual form. Lammett was outside left, and his dashing play enabled him to score three goals, and also put considerable "pep" into the forward line generally. Jacobs-Larcom, who has been appearing for the Club regularly for the last few games, was a distinct asset to the forwards; and he combined well with Lammett. Lyon was again seen as leader of the attack, and by judicious passes kept the line together well. Garrod, inside right, and Fitzgerald, outside, although not so much in evidence as the left, showed considerable promise, but the understanding between them was not too good. Stewart played his usual hustling game at centre-half and Rushton, right, and Norrora, left, gave him able support.

Becher and Wedlake, backs, both played a sound game, and Bower, who was tried in goal, showed confidence and coolness. Although not called upon to the same extent as the opposing keeper, he had to deal with some difficult situations, and saved a number of good shots in a creditable manner.

Although he was beaten seven times, Aldwich, goalkeeper for the Hawkins, was largely responsible for the Club's score not being bigger than it was. The backs were Millett and Limbrick, and despite their most strenuous efforts they usually found the Club forwards too much for them. Neither were too safe under pressure, and allowed their opponents too much scope by not tackling often enough.

Wilson, at centre half, was one of the best men on the field, and appeared to be indefatigable. Although they played hard, neither Rowe nor Bryans could hold the opposing wingers, and their failure to tackle quickly often spelt danger to their goal. Thring was not forceful enough for centre forward, and had but little help from the inside men, Menzies and Payne. Rutherford, at outside right, got away a number of times, but his centres were seldom gathered with any effect and Bode, on the other wing caused little anxiety to Rushton.

EXPLANATION.

When the Club first eleven turned up at the U.S.R.C. ground on Wednesday to fulfil a fixture with a team from the submarines, the latter did not turn up. When the time fixed for the start of the match had gone, it was decided to make up a scratch team, and on being asked, the Indians supplied the necessary men. The reason why the sailors did not appear was because they were out exercising, and owing to a misunderstanding the Club thought they were going to turn up.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong, \$1,050 s.
Chartered, £213 n.
Mercantile A. and B., £291 n.
Mercantile C., £134 n.
P. and O., £93 n.
East Asia, £85 n.

Marine Ins.

Canton Ins., \$600 b.
China Underwriters, \$2,000 s.
North China, Tls. 145 n.
Unions, \$258 b.
Yangtsze, \$35 b.

Fire Ins.

China Fires, \$165 b.
Hongkong Fire, \$560 s.

Shipping.

Douglas, \$30 s.
Steamboats, \$23 s.
Tugs, \$37 n.
Indo-Chinas, \$38 n.
Shell Trans., 95/- n.
Star Ferries, \$50 s.
Waterboats, \$16 b.
Oriental Nav., \$250 n.

Refineries.

China Sugars, \$24 s.
Malabons, \$40 s.

Mining.

Benguets, \$1.50 n.
Kaikais, 44/- b.
Langkuts, Tls. 26 s.
Shai Explorations, Tls. 5.45 n.
Shanghai Loans, Tls. 8 n.
Raubs, \$50 s.
Tronohs, 55/- n.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharves, \$119 b.
Whampoa Docks, \$517 s.
Hongkong, Tls. 170 b.
New Engineering, Tls. 7 b.
Shanghai Docks, Tls. 110 n.

Lands, Hotels, etc.

H. and S. Hotels, \$7.20 b.
H.K. Lands, \$571 b.
Realts, \$5 b.
Territorials, \$6 b.
Humphreys, \$13 s.
Princes Blids, \$120 s.
Rural Lands, \$7 s.

Cottons.

Ewes, Tls. 9 b.
Orientals, Tls. 3 n.
Silk Cottons, Tls. 55 s.

Miscellaneous.

Amusements, \$11 b.
Canton Ices, \$71 n.
Cements, \$14.00 n.
China Buses, Tls. 101 b.
China Lights, \$11 s.
China Prov., \$74 s.
Constructions, \$3.00 b.
Dairy Farms, \$17 s.
Der A. Wing, \$10 n.
Electrics, \$49 s.
Macau Electrics, \$40 n.
Developments, 24 cents, sa.
Ropes, \$40 s.
Trainways, \$20 s.
Lane Crawfords, \$12 s.
Mackintosh, \$213 n.
Peak Trams, \$17 b.
Sinceres, \$11 s.
Taxis, \$4 s.
United Asbestos, \$20 n.
Watsons (Old), \$121 b.
Watsons (New), \$121 b.
Powells, \$11 s.

SPAIN TO AMERICA.

AVIATOR REACHES BRAZIL.

Commerce et l'Industrie

(Incorporated in France).

HEAD OFFICE: Paris.

5, Chater Road, Victoria, Hongkong.

BANKERS:

National de Crédit, Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.

IN LONDON:—The National Provincial, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK:—J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

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LOOK-POONG-SHAN, Chief Manager.

Every description of Banking business transacted.

Loans granted on approved securities.

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PEI, Manager.

Every description of Banking business transacted.

SAFE DEPOSIT BOXES to let.

KAI GTONG PO, Chief Manager.

Every description of Banking and Exchange business transacted—Loans granted on approved securities.

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KAI YUN, Manager.

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application.

Mr. C. ABIMA, Manager.

Hongkong, March 11th 1926.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorized Capital \$50,000,000

Issued and Fully Paid-up \$20,000,000

Reserve Fund \$10,000,000

Sterling \$4,500,000

Silver \$8,500,000

Reserve Liability of Proprietors \$30,000,000

BRANCHES:

Barcelona Madrid Manila

Batavia Bombay Osaka

Bombay Calcutta Panama

Calcutta Canton Peking

Canton Cebu Bangkok

Colombo Dakar Shanghai

Dakar Durban Singapore

Dakar Harbin Tianjin

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Connection at San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads

SHINYO MARU ... From Hongkong ... February 9th.

TAIYO MARU ... March 9th.

TENYO MARU ... March 22nd.

REDUCED FAIR TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

CABIN CLASS STEAMERS

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SIBERIA MARU (Omit N'saki & Hono) ... May 4th
KOREA MARU... (Omit N'saki & Hono) ... June 15th.

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GINKO MARU ... From Hongkong ... February 24th.

ANYO MARU ... April 14th.

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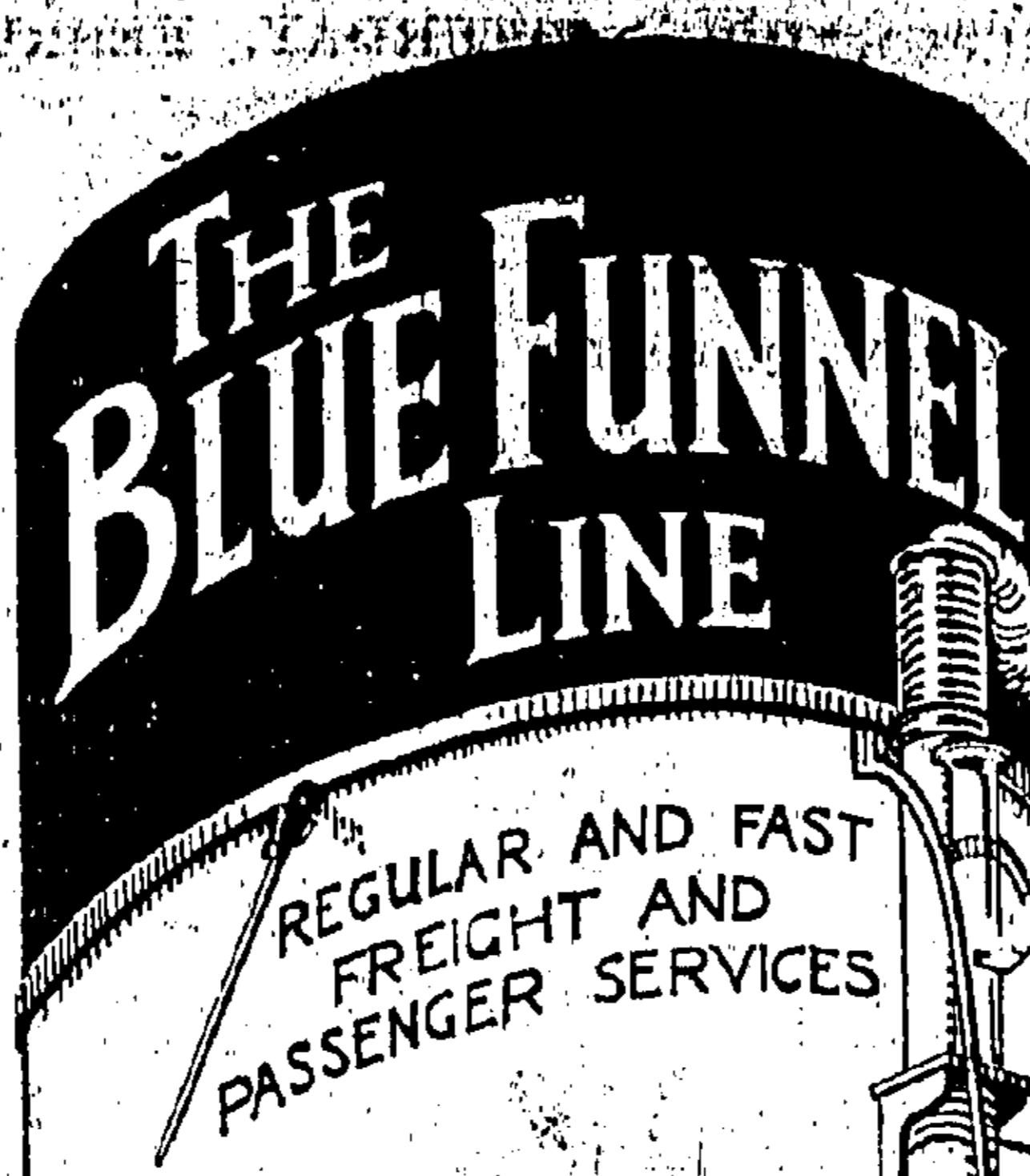
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LONDON SERVICE

"EUMABUS" 9th Feb. M'les, London, R'dam, H'burg & D'kirk
"AUTOMEDON" 23rd Feb. Marseilles, London, R'dam & H'burg
"HECTOR" 3rd Mar. Marseilles, London, R'dam & Glasgow
"PEISSEUS" 9th Mar. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"ANTILLOCHUS" 20th Feb. Genoa, M'les, Havre, Liverpool & G'gow

"SPELEUS" 5th March. Genoa, Havre, Liverpool & G'gow

"TELEMACHUS" 20th March. Genoa, Havre, Liverpool & G'gow

PACIFIC SERVICE

"KOBE & YOKOHAMA"

"TYNDAREUS" 17th Feb. Victoria, Vancouver & Seattle

"PROTEUS" 17th Mar. Victoria, Vancouver & Seattle

"CANA" 7th Feb. Boston, New York & B'more via Suez

"KT. COMPANION" 7th March. New York, Boston & B'more via Suez

PASSENGER SERVICE

"HECTOR" 3rd Mar. Singapore, Marseilles & London

"SARPEDON" 7th April. Singapore, Marseilles & London

"PATROCLES" 5th May. Singapore, Marseilles & London

"ANTENOR" 2nd June. Singapore, Marseilles & London

"HECTOR" 14th July. Singapore, Marseilles & London

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Hamburg, Bremen and North
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S.S. ZOSMA ... 9th Feb.
S.S. OOSTERKERK ... 9th Mar.
S.S. OUDERKERK ... 6th Apr.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. GEMMA ... 20th Feb.
S.S. ZOSMA ... 20th Mar.
S.S. OOSTERKERK ... 17th Apr.
S.S. OUDERKERK ... 15th May.

All steamers have a limited accommodation for passengers.

For freight, passage and further particulars please apply to:

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BRITAIN'S UNEMPLOYED.

SERVICE TO CONTINENT INCREASES.

PARLIAMENTARY COMMITTEE PROPOSED.

Rugby, Feb. 5.

Figures issued by the General Post Office show that Anglo-Continental telephone traffic increased considerably during 1925, additional lines being brought into use to Amsterdam and Rotterdam, thus in case of a problem such as unemployment, confronting the nation permanently a Common's committee should sit to deal with it. This body of representative opinions could deal with proposals and apply remedies quite apart from party politics.

The service links all British and all Dutch exchanges and there is also a direct service to all towns through Antwerp and Brussels.

Nearly half the cross-channel connections passed to Paris, twenty-four per cent to Holland, twenty-one per cent to Belgium and five per cent to Switzerland.—British Wireless.

The Minister of Labour, Sir Arthur Steel Maitland, replying on the debate, received this proposal favourably.—British Wireless.

GOVERNOR'S VISIT TO UNIVERSITY.

SUNDAY CONCERT.

INSPECTION OF THE HOSTELS.

QUEEN'S THEATRE PROGRAMME.

To-morrow's programme at 9.15 p.m. at the Queen's Theatre will include a short piano recital by Mr. Harry Ore. He has selected the following pieces:

1. "Moonlight" Sonata (Beethoven).

2. Two Gavottes from Olden Times;

(a) Gavotte (Bach),

(b) Gavotte (Gluck).

3. Prelude in C sharp minor (Rachmaninoff).

4. Etude on a Chinese Air (Arensky).

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President Taft February 27th 5 p.m.

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No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 11th of February 1926, 4 p.m. will be subject to rent.

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INDISUL & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
MALWA	10,941	6th Feb. not on	Marseilles & London
MIZZAPORE	6,715	16th Feb.	S'pore, P'ang, C'bo & B'bay
KARMALA	9,128	20th Feb.	M'les, L'don A'werp & Hull
NAGPORE	5,283	2nd March	S'pore, P'ang, C'bo & B'bay
MANTUA	10,902	6th March	M'reilles & London
KASHAIR	8,975	13th March	M'les, London & Antwerp
KHIVA	9,135	20th March	M'reilles & London
MOREA	10,918	3rd April	S'pore, P'ang, C'bo & B'bay
DELTA	8,097	15th April	M'les, L'don & Antwerp
DEVANHA	8,155	17th April	M'les, L'don & Antwerp
KALYAN	9,144	21st April	M'reilles & London
MACEONIA	11,059	1st May	M'reilles & London
KASHGAR	9,005	15th May	M'reilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyramids, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

SANTHIA	8,500	10th Feb.	S'pore, Penang & Calcutta
TELAWA	10,006	18th Feb.	S'pore, Penang & Calcutta
TALAMA	8,018	26th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	7th April	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	5th May	Island, Townsville, B'bane
TANDA	6,958	2nd June	S'pore and Melbourne

The H. & A. S. Co., Ltd. steamers will also call at Shanghai, Nioello, Cebu, Kolambagan, Timor, Darwin, or other ports en route as indcumented offers. Frequent connections from Australia with the following:- The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MANTUA	10,902	6 Feb. 8 a.m.	I'Shai, Moji & Kobe
TANDA	6,958	6th Feb.	Moji, Kobe & Yoko.
TALAMA	10,000	16th Feb.	Kobe
KHIVA	9,135	20th Feb.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

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OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENNOLE	9th Feb.	PEMBROKESHIRE	18th Feb.
GLENMADY	23rd Feb.	L'don, R'dam & H'burg via O'an	
GLENARRY	4th Mar.	GLENFERD	9th Mar.
GLENSHANE	23rd Mar.	L'don, R'dam & H'burg via Oran	
GLENAPP	1st April	GLENNOY	6th April
CARMARTHENSHIRE	15th April	L'don, R'dam & H'burg via Oran	
		GLENSHANE	4th May
		L'don, R'dam & H'burg via Oran	

Movements are subject to change without notice.

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AMERICAN & MANCHURIAN LINE

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Steamers from Hongkong.

S.S. "OANFA" ... via Suez Canal ... 7th Feb.
S.S. "KT. COMPANION" ... via Suez Canal ... 7th Mar.
S.S. "CITY OF SINGAPORE" ... Suez Canal ... 28th Mar.

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

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SUNDAY EXCURSIONS ON SUNDAY 7th Instant the S.S. "TAISHEAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.

MAURITIUS & SOUTH AFRICA

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S.S. "CITY OF SINGAPORE" via Suez Canal 28th March.

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AMERICAN & ORIENTAL LINE SERVICE

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S.S. "COMERIC" via Suez Canal 27th February.

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S.S. "CITY OF LAHORE" 22nd February.

For Marseilles, Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

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Full particulars may be obtained on application to the RADIO COUNTER in the MAIN HALL of the G.P.O., and at the RADIO TELEGRAPH OFFICE, 3rd floor, GOVERNMENT BUILDING.

The RADIO TELEGRAPH OFFICE is always open for the reception and transmission of Radio Telegrams and for reporting vessels passing WAGLAN and GAP ROCK LIGHTHOUSES.

Firms or persons, who have placed standing orders with the Radio Telegraph Office for advices of vessels passing the WAGLAN and GAP ROCK LIGHTHOUSES, are requested to send revised lists of vessels of which they are the owners, or agents, to the Officer-in-Charge, as early as possible.

RADIO TELEGRAPH CODE ADDRESSES FOR THE YEAR 1926 should be registered at the Radio Telegraph Office, 3rd floor, Government Building without delay. Forms may be obtained on application.

Radio Traffic with Canton and Swatow is suspended until further notice.

Interport Radio Telegrams are subject to delay.

Messages in Code must have name of Code used included in text.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

INWARD MAIIS.

From	To	Per	Date
Straits	Fushimi Maru	February 7	
Straits	Hosino	February 8	
Szanghai	Kunchow	February 8	
U.S.A., Canada, Japan and Shanghai	Pres. McKinley	February 12	
Japan	Kushima Maru	February 12	
Shanghai	D'Artagnan	February 16	

OUTWARD MAIIS.

For	Per	Date
Shanghai	Yingchow	Sat., Feb. 6, 2.30 p.m.
Straits and Egypt	Laomedon	Sat., Feb. 6, 2.30 p.m.
Golm	Nuneham	Sat., Feb. 6, 2.30 p.m.
Japan	Tandai	Sat., Feb. 6, 5 p.m.
Port Bayard, Hoihow, Pathoi and Haiphong	Hanoi	Sat., Feb. 6, 5 p.m.
Shanghai	Lianh	Sun., Feb. 7, 9 a.m.
Manila	Oana	Sun., Feb. 7, 9 a.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., Feb. 7, 9 a.m.
Swatow, Amoy and Foochow	Haining	Sun., Feb. 7, 9 a.m.
Bangkok	Klungchow	Mon., Feb. 8, 2.30 p.m.
Amoy	Szechuan	Mon., Feb. 8, 5 p.m.
Bangkok	Chakang	Tues., Feb. 9, 10 a.m.
Shanghai and Honolulu	Shinyo Maru Tues.	Feb. 9, 10.30 a.m.
Straits, Ceylon, India, Mauritius, L. M., Africa, Egypt and Europe via Marseilles	Eumeus	Tues., Feb. 9, Registration 1.45 p.m. (Due Marseilles, 10th March.)

Letters 2.30 p.m.

(Due Marseilles, 10th March.)

Parcels Noon.

Registration 2.45 p.m.

Letters 3.30 p.m.

(Duo Victoria, B.C., 28th February).

Taming Wed., Feb. 10, 8.30 a.m.

Kanchow Wed., Feb. 10, 8.30 a.m.

Hoibew and Haiphong Leesang Wed., Feb. 10, 10.30 a.m.

Shanghai and Japan Hosang Wed., Feb. 10, 2.30 p.m.

Shanghai Tingsang Wed., Feb. 10, 5 p.m.

Shantung Fri., Feb. 12, 2.30 p.m.

*Correspondence bearing vessel's name only.

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A. GURNEY GOLDSMITH.**A HONGKONG PIONEER.****An Appreciation.**

There are few parts of the world in which the news of Gurney Goldsmith's passing away will not be received with sincere sorrow by members of the seafaring fraternity, and though there are now in Hongkong comparatively few either ashore or afloat who remember his ten years in this port, yet it would be a serious omission on our part were his death to be mentioned in a mere obituary notice, without a more detailed account of his work on the China Coast.

Needless to say, when he landed in Hongkong in 1886, conditions were vastly different from their present state, Kowloon, for instance was only just being thought of as more than a place for a few bungalows, the harbour was still full of sailing ships, and Hongkong abounded with grogshops of infamous reputation. The names of a few may bring back memories. "The Land We Live," "The Rose, Thistle and Shamrock," "The Flags of All Nations," "The Grand," and the "New Travellers." Ships then lay in harbour for weeks and even months at a stretch, and such places as those mentioned throw on the hard-earned pay of men before the mast. The Sailors' Home at West Point was the only place of repute which catered for seamen with no other interest than their welfare, and St. Peter's was the seamen's church. This became at once the centre of Goldsmith's activities, and though before he left, he had built an Institute in Kowloon and launched the original "Dayspring," a steam launch which is still plying in local waters under the name of "Lee Ping," he is best remembered in connection with that Church.

An Uphill Fight.

Many stories are still told about his uphill fight on behalf of the men in whose cause he had enlisted. An apprentice with more money than brains "jumped" his ship, and was warmly welcomed at the "Grand" by toughs of various nationalities who promptly set about plucking the chicken. Goldsmith had already received letters from home asking about the lad, and ran his quarry to earth. He proceeded to take him home, but not without opposition. He was however surprisingly quick with his hands, and three of the said opposition having measured their length on the bar floor, the apprentice was in due course sent safely on his homeward voyage.

The opinion which the proprietors of these "hotels" held of Goldsmith may best be judged by the fact that they once organised a procession and burnt him in effigy in Happy Valley.

In Australia and Japan.

He also made a fight for less Sunday work on the harbour, and in this after a great struggle he had a fair measure of success.

Mr. and Mrs. Goldsmith left Hongkong for home in 1895, but it was not long before they were away again, this time to Australia where at Melbourne, for some twenty years they carried on the great work in which they had been so successful here. About four years ago they left Melbourne and after a time at Bunbury and elsewhere and a visit home, they passed through Hongkong on their way up to Kobe, to open up a "station" there. Mention has already been made of the result of their nine month's work there. When for instance the Belgenland arrived in this port the members of her ship's company spoke most warmly of the welcome they had received in Japan.

His Wife "Carrying On." Representatives of the crews of the "Delta" and "Malwa" acted as pall-bearers when Gurney Goldsmith was laid to rest. Suddenly though the end was he himself would hardly have chosen anyone closer to such a life as his than to pass away "in harness," in the service of those he had so faithfully worked for, the men of the sea.

It may be of interest to many to know what plans have been made for the immediate future of the Kobe Missions to Seamen. Mrs. Goldsmith writes: "At present I am staying on in the Quarters (at 116, Hi-oshi-Machi) and have a friend with me. We must on no account let the Mission down, and the Kobe people are quite prepared to 'do their bit.' Will you let the men know how things are? The Committee men are talking turns to come and help and several ladies have promised me all assistance."

Perhaps you would tell the men that my husband is no longer here to go on board and invite them."—Contributed.

FLYING BOATS.**NEW SERVICE ACROSS NORTH SEA.****German Co-operation.**

Rugby, Feb. 5. Final details were arranged yesterday for a new passenger flying boat service which, in conjunction with the Imperial Airways, is to be operated regularly across the North Sea between Britain and Sweden.

Starting on June first the service will accomplish, in one day 1,700 miles between Gothenburg and Harwich, which by steamer occupies on average of about two days.

German Air transport interests are co-operating in the scheme, and it is proposed that after leaving Gothenburg and flying down the Kattegat, the flying boats should alight at Kiel, afterwards following the course of the Kiel Canal to the North Sea.—British Wireless.

RUBBER RESTRICTION.**PROSPEROUS TYRE MANUFACTURERS.****Excess, Expected.**

New York, Feb. 5. In view of the rubber manufacturers' outcry against British rubber restrictions, comment is aroused at the prosperity of manufacturers as revealed in the report of the Goodyear Company, showing a net profit of \$21,000,000 compared with \$12,000,000 in 1924, while the special raw material reserve fund has been increased from three to seven and a half millions to protect the Company from a possible abrupt shrinkage of rubber values.

—Reuters' American Service.

Rugby, Feb. 5. Following the announcement by the United States Rubber Company of a ten per cent reduction in the prices of motor tyres, the Firestone Company has made a similar reduction.

Observers of the rubber market estimate that January's imports of crude rubber will be 8,000 tons in excess of requirements.—Reuters' American Service.

NEW BILLS.**"NATIONALISATION" OF BANK OF ENGLAND.****Hayley Morris Echo.**

London, Feb. 5. In the House of Commons, amid Labour cheers, a Bill was introduced by the Clydeside representative, Mr. Maxton, providing for national acquisition and control of the Bank of England. It was read a first time.

The first reading was also taken of the Criminal Justice (Increase of Penalties) Bill, introduced by the Conservative, Mr. Greaves Lord, for the purpose of increasing and extending the powers of the Court to inflict punishment in case of certain crimes. It is understood this Bill gives effect to the Lord Chief Justice's observations in the Hayley Morris appeal.—Reuters.

GERMANY AND THE LEAGUE.**RUGBY, Feb. 5.**

Satisfaction is expressed at the prospect that German application for admission to the League of Nations will be received in Geneva early next week.

It is anticipated that the League Council will then be convened in an extraordinary session to be held at Geneva.—British Wireless.

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He recalled that on the occasion of signing the Locarno Treaty the Foreign Minister expressed the hope that the conference might not be too long delayed. This was also the view of the Government.

If the communications now proceeding resulted in the conference being held, the Imperial Economic Conference would take place at the same time.—British Wireless.

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